Australian

MODEL RAILWAY

Magazine

DECEMBER, 1981. ISSUE 111. Vol. 10 No. 6 $1.50*

Layout report . . . N.S.W.G.R. WESTERN DIVISION.

VicRail 'ELX' — open wagons.

N scale 44 class rebuild.

Iron Knob Water Tanks.

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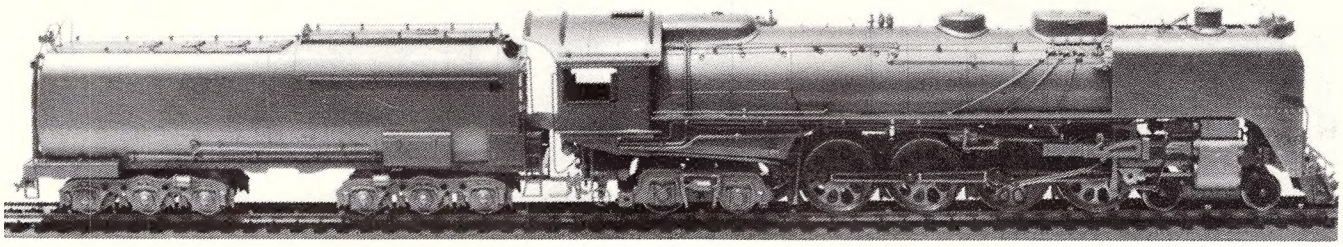
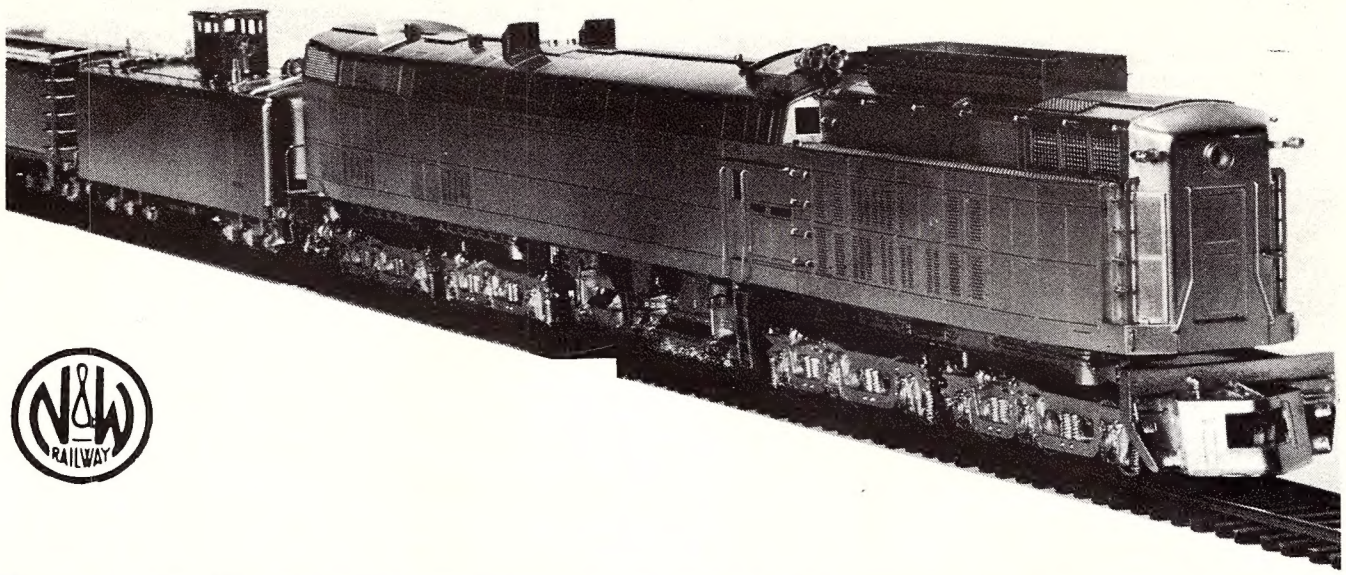
*Recommended retail price only.

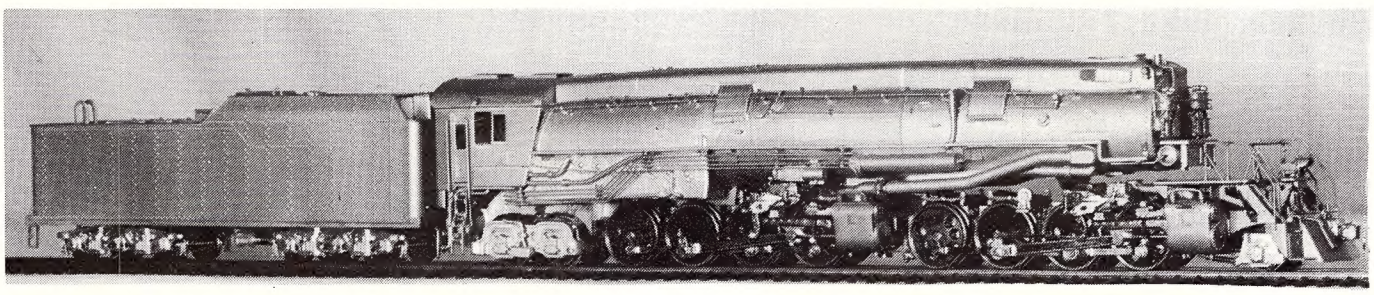
NEW DELIVERIES IN MOTIVE POWER — NOW ON THE 'READY TRACK' . . .



The products of Tenshodo and United have long set the highest standard in HO scale commercial locomotive manufacture and the Union Pacific 'FEF-1' 4-8-4 Modernised Loco. & Tender, by United, is no exception. Fitted with a massive Vanderbilt Tender, other features include smoke deflectors at smokebox and over cab roof, big 77" box-pok pattern drivers with brass centres and steel tyres, cab interior and deck apron, drop front coupler and supersmooth drive system. PRICE: $720.00.



The long promised HO model of 'Big Jawn Henry', the giant steam turbine Locomotive, is now to hand! Built by KMT of Japan to the order of Alco Models, the model is impressive from any angle. Powered on all 24 drivers by two 'can' motors, the overall length of the Locomotive and two Tenders is 28 inches and 28 inches is about the smallest radius negotiable. To provide maximum drawbar pull, the ash pan assembly may be removed and fitted with lead shot to ballast the Locomotive approximately 4½ to 5 pounds. PRICE: $1286.00.



HO S.P. 'AC-9' 2-8-8-4 Locomotive & Tender, by Sunset Models. Although part of the cab forward classes, the AC-9's were not actually a cab forward but rather a streamlined 2-8-8-4. Used extensively by the S.P. in Texas and New Mexico, the problem of smoke was handled for this class by the use of a skyline casing – thus creating a "streamlined articulated". All were later converted for oil firing. A definite bargain in brass from Korea! PRICE: $445.00.

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6073 White Blossom Tree, 75mm . .. 1.50
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6060

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6556 Three Poplar Trees, 90mm . .. 3.95
6557 Three Birch Trees, 90mm 3.95
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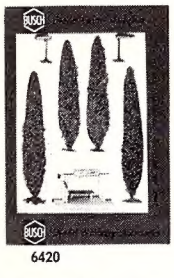
Sky with clouds	SK-19	-- --	-- --
Dock Centre		SK-40	
Dock Extension		SK-41	
Country/Seascape	SK-23	SK-43	
Country with river	SK-24	SK-44	



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a joyous Christmas and
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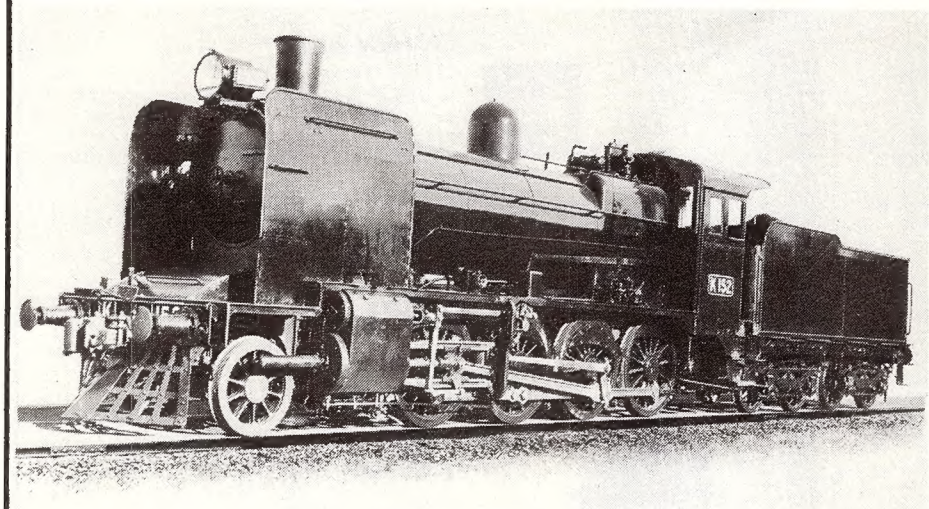

Prototype photograph courtesy VicRail.

Crafted in HO scale by Samhongsa, this Victorian Railways "Maid of all Work" is expected in March 1982.

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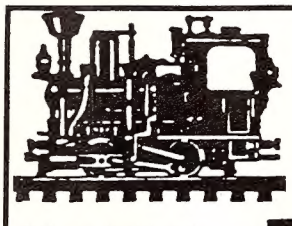

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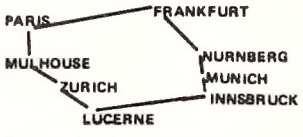

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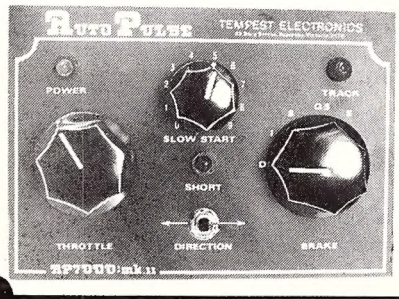

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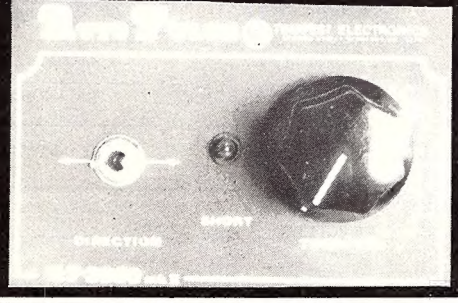

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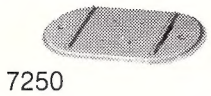
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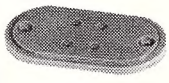
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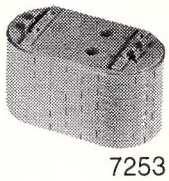
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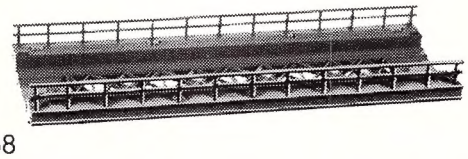
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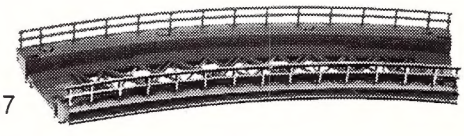
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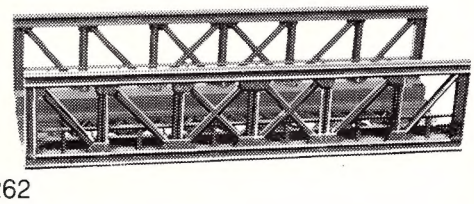
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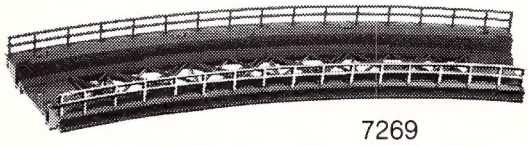
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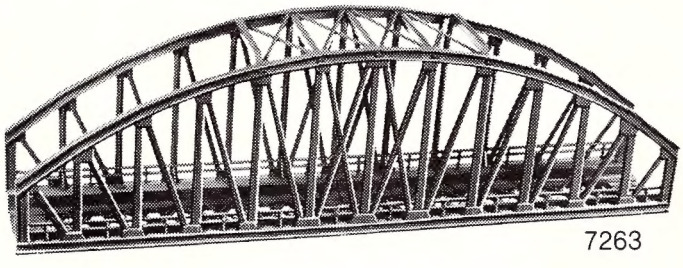
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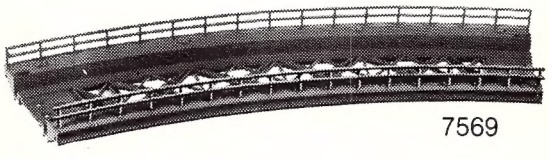
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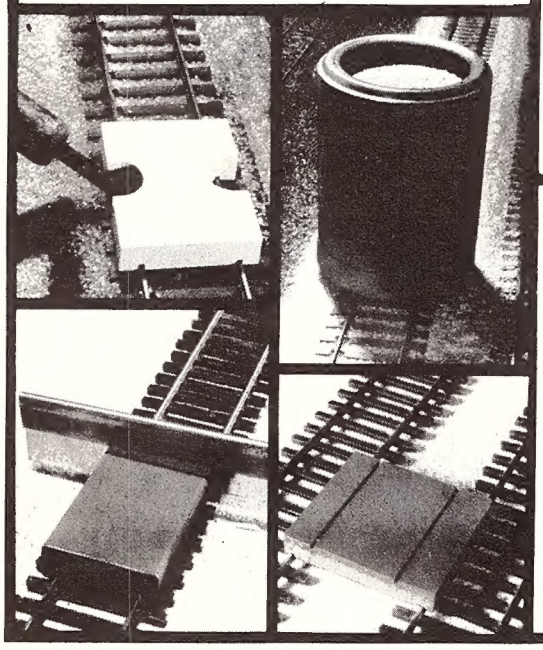

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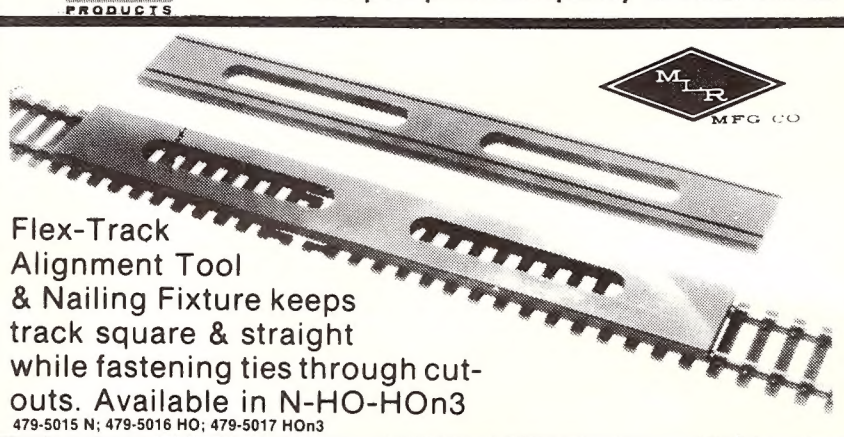

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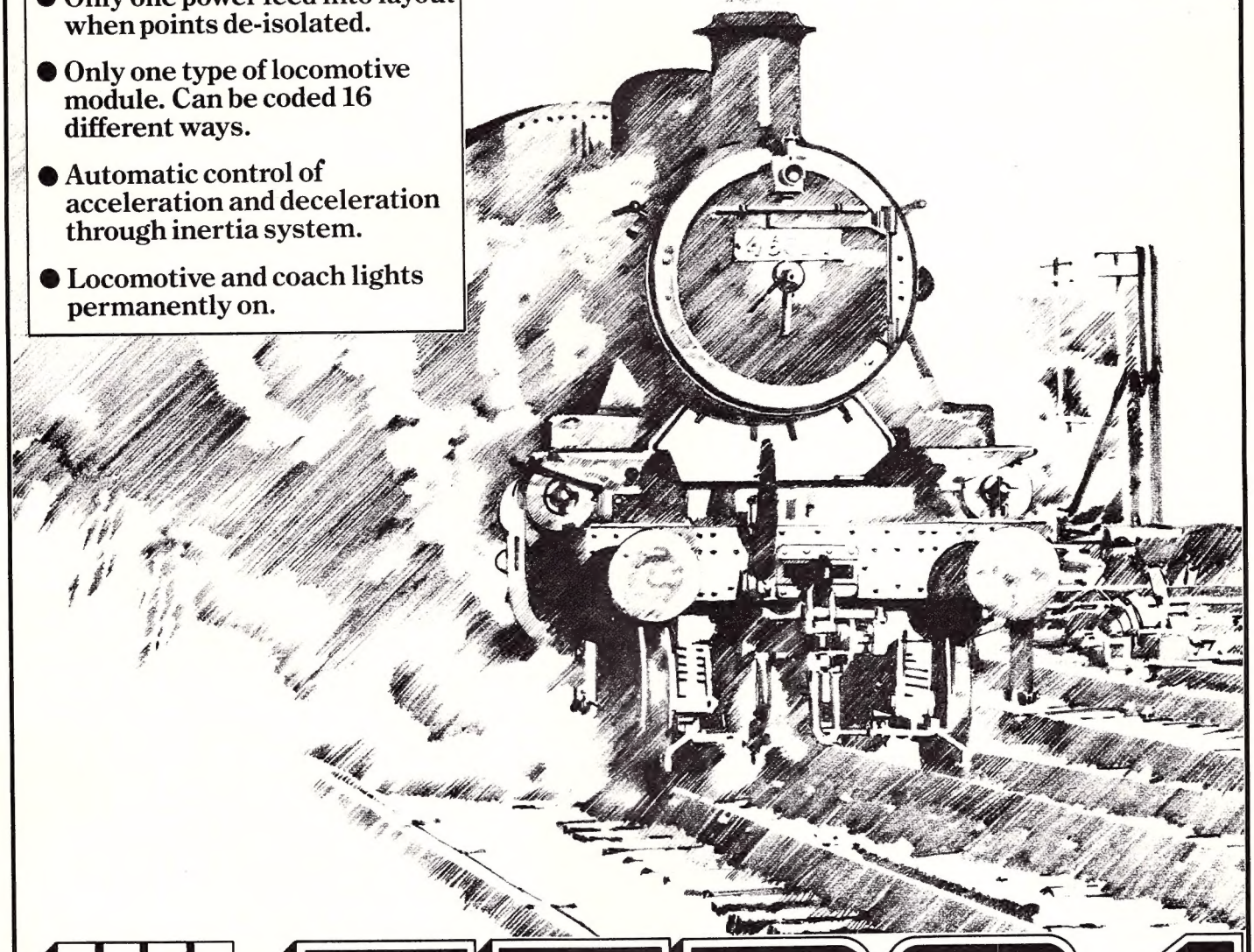

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Membership entitles you to participate in the activities of the Association, to receive AMRM and our newsheet Booster Standards, Recommended Practices and Information Sheets covering model railway practice are included in the joining kit together with a vinyl ring binder and are also issued at regular intervals.

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Meetings are usually organised on the second Saturday on each month in New South Wales, Victoria and Queensland. For further details and location please contact the divisional representative.

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December 12: Meeting and layout running at West Ryde.
January 9: Running Session and movies at Epping.
February 13: Meeting and 44 class competition at Liverpool.

Victoria
December 12: Railfan Trip.

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December 12: Christmas B.B.Q. at Pine River Dam.

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ORANGE — NSW December 5, 6 at Scout Hall, 260 Anson Street, Orange. Open 9am-9pm (Sat), 10am-4pm (Sun). Admission 80/20. Organised by the Central West Railway Modellers' Association.
BOX HILL — Victoria. December 5, 6 at Box Hill High School Memorial Hall, corner Middleborough & Whitehorse Rds, Box Hill. Open 10am-9pm (Sat), 10am-5pm (Sun). Organised by the Mont Valley Modelling Group, 930 Sydney Rd, Coburg, Vict. 3058.
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DRUMMOYNE — NSW. January 30, 31 and February 1, 1982 at the Birkenhead Point Shopping Complex, Victoria Rd., Drummoyne. Open 10 am-7pm (Sat), 10am-6pm (Sun, Mon). Admission $1/40c ($2.40 family). Organised by the Eastern Division of the Southern Cross Model Railway Association.
MELBOURNE — Victoria. March 5, 6, 7, 8 1982 at Camberwell Civic Centre. Open 10am-10pm (Fri, Sat), 10am-8pm (Sun, Mon). Admission $1.50/70c. Organised by the Australian Model Railway Association, Victorian Branch.
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AMRM

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Australian
Model Railway Magazine

COMMENT

IS THERE BIAS IN AMRM?

Yes Matilda there is... indeed there has to be. Approx 65% of sales are in NSW so, when trying to prepare a list of contents the Editor has to keep that in mind. Over several issues he must strike a balance between the different railways of this country and still cater for the large NSW interest. Of course the content will still depend on the quality and quantity of articles he has available.

There is however, another type of bias in this and other Australian railfan/modeller magazines which, at times really makes me boil. The different railways of the Australian States developed as if they belonged to six different countries. Working methods, engines, coaches, goods wagons, etc. are all different. In fact there is very little that is common to more than two railways. The centres of population are so far apart that unless a railfan travels interstate he doesn't see how other Australian railways operate. This leads to a 'one eyed' view of railways, or should we call it 'tunnel vision'.

This results in a couple of human failings that can annoy other people. One is to assume that everyone else is as fond of your favourite as you are and therefore 'in-jokes' or unexplained comments are automatically understood by all readers/listeners. Another is to assume that what you know best is therefore the best in Australia.

What we all need is an Australian viewpoint to our interest. By all means have a favourite but try to be aware of happenings in other States.

Amongst railfans the most obvious example is the frequent claim that the 38 class (or R, 520, V, etc.) is the 'best in Australia' or, as alternatives, 'most popular' or 'best loved', etc. Compared to what? The conditions that brought about the design of this impressive and successful design didn't exist in the other States. This argument will go on for years without much harm. It's like Ford versus Holden among car fans.

Amongst modellers tunnel vision can hurt us all if we are not careful. If we are one eyed in our purchases how will manufacturers of ready to run and injection moulded kits view their penetration of the market. They have to invest a lot of money to produce large numbers for sales Australia wide. We cannot expect them to be modellers first and businessmen a distant second.

If they produce a range that sells well in one area but hardly scratches the rest will they be encouraged to keep going? If they concentrate on the major NSW market what will happen in the rest of Australia? There it is likely the NSW four wheels and local equipment will not be familiar to the purchaser in the bulk market. They will have to compete against the more gaily coloured overseas prototypes which will probably be considerably cheaper.

The answer as I see it is to produce bogie exchange equipment and try to select coaches that are similar to those in several states. It is then up to us as modellers to buy models of these wagons that visit our favourite railway. If we don't the manufactures may lose interest in our market. We must also accept that a local model will appear in incorrect colours to satisfy the toy market yet we can rejoice that it is accurate to one prototype. A black ELX to serve as a BDX for toy sets is one possibility. Similarly, a repainted overseas model should be viewed as an attempt to channel more people's attention toward the accurate models.

Let's lift our eyes and model **AUSTRALIAN** railways.

Phil Curnow

CONVENTION

PALMERSTON NORTH — New Zealand. Grand Central Convention Easter 1982 at Palmerston North. Further details from the Secretary, Grand Central Convention '82, P.O. Box 1510, Palmerston North, New Zealand.

CONTENTS

PHOTOGRAPHICALLY SPEAKING. Some Readers' Pictures		12
N.S.W.G.R. WESTERN DIVISION	Kevin Brown	13
THE LOVETT/BRUT 33 BALLAST SPREADER	Bruce Lovett	18
Prototype Plan: V.R. ELX-2	Roger Johnson and Peter Vincent	19
THE 44 CLASS		26
'N' Scale '44': An Australian Rebuild	Paul E. Ingraham	27
AMRM NEWS		33
The B Class Wagons of the TGR	Tony Parnell and Michael Dix	34
UPGRADING OLD TRIANG METAL UNDERFRAMES	Michael Dix	36
THE ASHPIT & CRANE at Tyers Junction Loco Depot	C. Segnit	38
McWILLIAM'S "HANWOOD BARREL"	Peter Kelly	39
WATER TANKS ON THE IRON KNOB TRAMWAY	David Griffiths	40
BUILDING A WOODEN WATER TANKER IN Sn3½	David Griffiths	42
VALE— Doug Bocking		43
MAILBAG		43
REVIEWS		44
READERS SURVEY REPORT		51
MODEL RAILWAY CLUBS in AUSTRALIA		52

The N.S.W. railways' 44 class locomotive features in this issue and the above photograph by Graham Ball illustrates one of the trial colour schemes once applied to a 4457 and 4440 in late 1970. The normal 'Indian Red' livery had a very deep brown emphasis while the yellow linning was a brilliant yellow safety yellow. The colour scheme was not adopted.

ON THE COVER: *During 1980 the Adelaide Hills shook to the beat of 900 class running in triples. Introduced in 1952 these 126 tonners proved the value of mainline diesels to the South Australian Railways. With higher gearing than the Alco built diesels the triples really set the camera fans racing. Geoff Smith was on hand as this trio roll onto the passing siding at Balhannah on September 12. With three of the ten (900 class) withdrawn their days are limited. Probably the arrival of through running by VicRail engines and the standard gauge opening will force their retirement.*

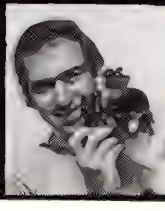
Some Readers' Pictures ...

This issue we bring two photographs submitted by a reader, Graham Howard who says that each photograph "should try and tell a story". He illustrates this statement with these pictures showing NSWPTC Alco branchliner No.4888 passing Camira Creek on the main Sydney to Brisbane line.

Graham's story is the staff exchange and in the top picture we see the train arriving at around 60 km/h with the observer offering his staff to the signalman (see lower picture). Graham said the two pictures were taken about two seconds apart with a Minolta SRT 101 with standard 50mm lens using Kodak 400 asa film Exposure was 500th at f8.

Another story for modellers is the amount of scenic detail in the lower photo. Note the building with car very near the open doorway, water tanks at trackside, oil drum lying on its side, and the point/signal rodding and wires alongside the track. It appears that the track is canted a little toward the building. ... Ed.

PHOTOGRAPHICALLY SPEAKING
CONDUCTED by Leon Oberg



N.S.W.G.R. WESTERN DIVISION

The first of a two part series in which Kevin Brown describes the construction and running of a well-detailed layout

The Western Division (HO version) originally started out to be a small, portable layout that could easily be stored away in a built-in wardrobe.

The layout was divided into four modules each of which could be folded over upon itself for storage, scenery-to-scenery (see fig. 1). This was achieved by letting in 2" high blocks of 2" × 1" timber at one end of each of the eight base boards, and providing brackets at the open end of the module as shown in fig. 1.

This method was not strong enough for such a large and heavy layout to successfully utilize this system of storage. During the first exhibition in which the layout was entered the legs folded whilst foolishly attempting to shift position, with the inevitable result — crash!! The entire centre section collapsed causing some structural damage and a certain amount of weakening to this hinged block arrangement. Incidentally, very little damage occurred to the trackwork.

In mid 1977 it was decided to make all sections one piece doing away with this awkward arrangement, and at the same time the opportunity was taken to extend the layout by 3' in length.

The Mt. York section was split and the 2' was spliced into the centre, resulting in a complete remodelling of the yard facilities (see track plan). On the Knapsack section the 2' was added onto the cutting end with no alteration to the track plan. This extended the straight by two feet giving quite a pleasing result, which became a popular track side location to many visitors at exhibitions.

Whilst all this alteration was going on I decided to do something about expanding loco storage and make provision for a hidden siding in order to handle rolling stock out of sight. By adding 12" onto the loco yard section gave enough space for eight turntable roads. These alterations increased the layout length from twelve feet to fifteen feet, while the width remained at seven feet.

Track Design

The Western Division was designed, firstly, to be a workable layout for my enjoyment at home, but suitable also for exhibition purposes. The layout had to be a double track mainline with suitable refuge facilities for holding trains, especially at exhibitions.

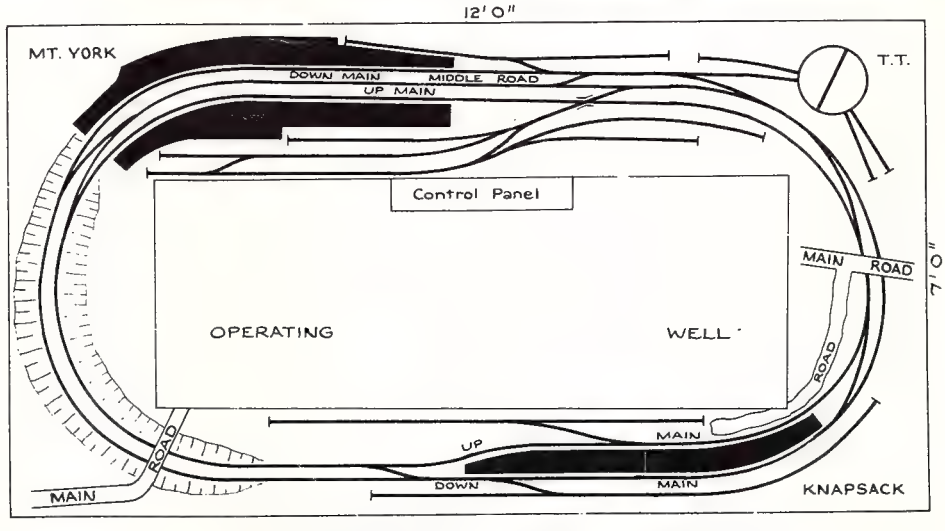
Track planning is an important aspect of any layout design and is the best place to correct any design faults, before the first spike is driven. With a track plan devised I like to work out all possible shunting moves that will be required, to ensure that it is feasible to carry out these moves properly. It is essential to allow ample space for curves and pointwork. Each No. 6 point requires approx. 9" of STRAIGHT, a No. 6 crossover requires about 19" and don't forget the scenery. A minimum margin of 3" should be allowed between track and baseboard edge.

I then proceed to transpose the plan onto large sheets of paper — FULL SIZE. This only needs to be done for yard plans as it is possible to place actual points onto the paper to test the soundness of your plan. Using this method I like to also place locos and rolling stock on the plan to test clearances in sidings and loops, keeping in mind what type of train consist I wish to run. There is nothing worse than laying down a passing siding and for the lack of 3" or 4" you could have that additional 72'6" car.

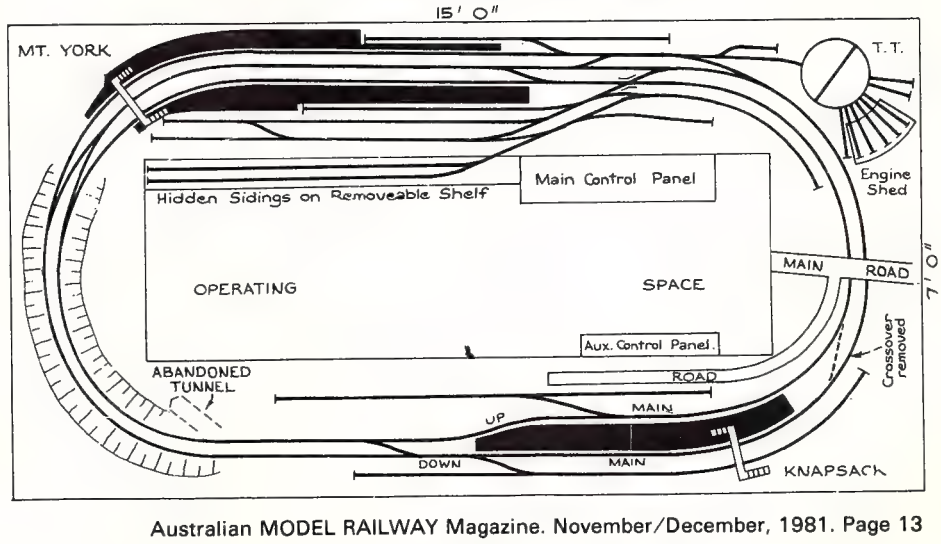
Mount Victoria station building, built in the 1870s, at one time boasted overnight accommodation for tourists undertaking the long journey to Jenolan Caves, and the Signal Box are the prototypes for construction on the 'Western Division'. Photos: Kevin Brown.

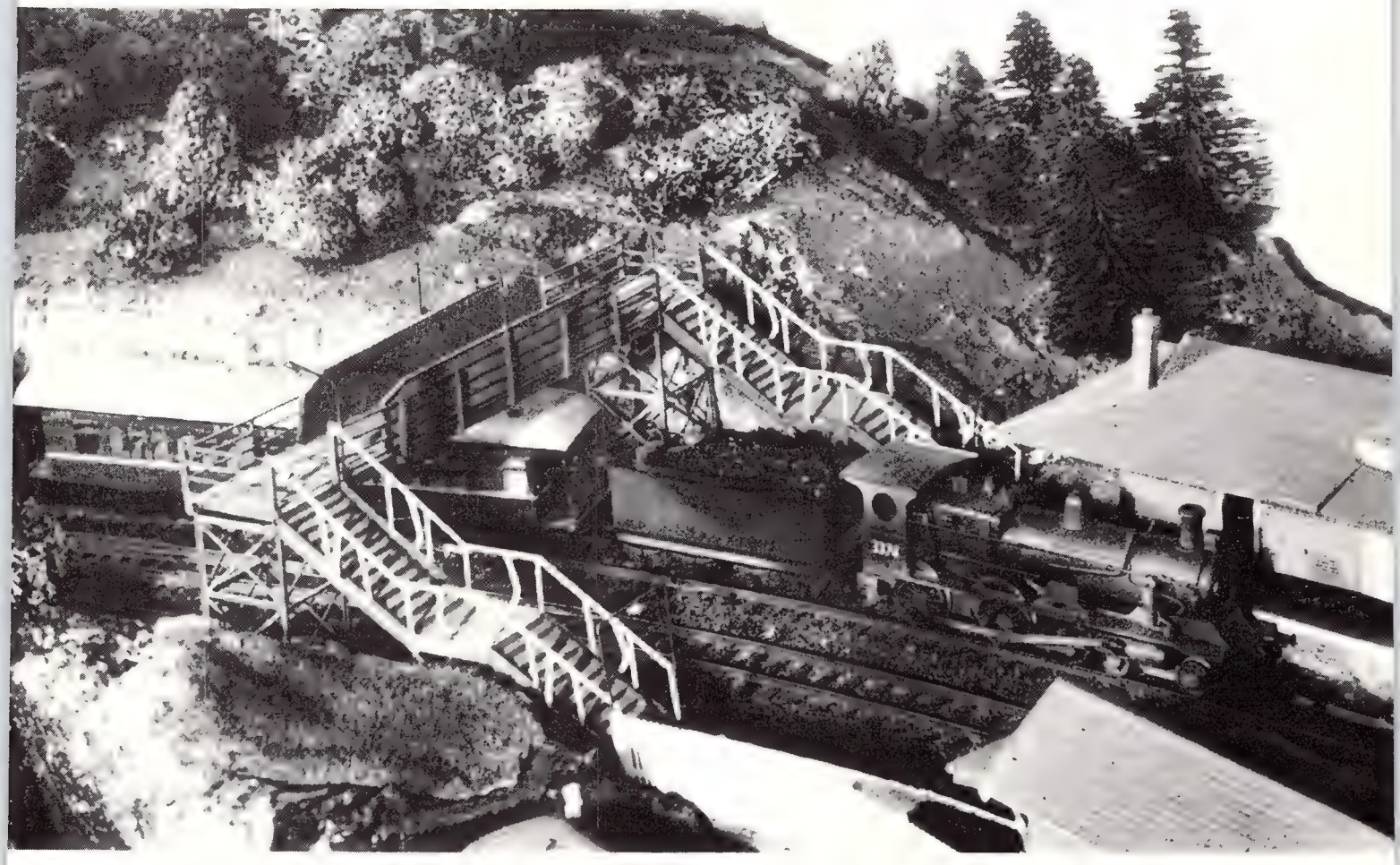
With the necessary modifications to the original plan and a scale drawing made, track laying could now begin. Almost.

ORIGINAL TRACK PLAN — 1975 to 1977



EXTENDED TRACK PLAN — From 1977





Probably running empty cars this train with an old AM sleeping car at the head would normally be seen in the dark hours and is just arriving at Mt. York hauled by 3374. Photo: Kevin Brown.

Mt. York now has the new Signal Box, footbridge and a building takes shape on the UP platform. This scene reminiscent of the pre-war period shows roundtop 3620 with varnished 12 wheel passenger stock arriving at Mt. York after the long haul up the 'hill'. Photo: Kevin Brown.

Trackwork

On the Western Division I decided I wanted to lay all the trackwork by hand (except the double-slip). The roadbed was cut to shape from 1/8" cork, usually a couple of inches wider than the proposed right-of-way, although in yard areas the entire baseboard was covered with cork.

The next stage was drawing in the final track plan using a dark blue or black pencil.

Sleepers were then glued down, these being cut from 1/16th" balsa and stained by pouring a wood stain over the sleepers held in a strainer. My method is to lay a few yards of sleepers at a time in PVA glue and before the glue sets sprinkle some ballast over the sleepers, the excess being vacuumed up when dry. I lay both mainlines at the same time. While one batch of sleeper base is drying the preceding batch is ready for track laying, although care must be taken when pushing in spikes as the glue is still green. This may not be the best method but I've found that breaking the jobs into parts relieves the monotony of glueing down sleepers and at the same time the trackwork quickly takes shape.

I had in my possession a lot of secondhand Shinohara old style points which were unusable, the sleepers being brittle and the track gauge was narrow on some. The sleepers were carefully pulled away from the rail, giving ready made components for point laying. The curved points were manufactured on the workbench using printed circuit board sleepers every 2" and in strategic places for strength. The final job was turned upside down and balsa sleepers glued in the spaces. In fact the three curved points in the cutting at Mt. York (see photo) were made as a unit and laid in one piece.

Track laying finished, the cork was trimmed back to approx 1/8" from the sleepers and additional ballast glued in place to give a built up edge to the ballasting.

Track centres on the Western Division being a N.S.W. prototype layout could be reduced a little on the normal practice set down by American standards. N.S.W. locos and rolling stock do not require the same clearances as American prototype models. This being the case I decided to bring the tracks closer together to give a more realistic appearance. Scale prototype centres which would give a genuine eight-foot-way, works out at 1 3/4", so I settled on 1 7/8" centres which is only 1/8" wider than actual scale distances for N.S.W.

On curves of 2'6" or less, track centres gradually tapered out to 2" because of the sharpness of the curves, especially when 72'6" cars such as TAM's and MCE's etc would be passing on these curves. Track centres were also kept at 2" between sidings and mainlines and in the yard.

All mainline curves on the Western Division are super elevated using masking tape. One inch wide masking tape is laid on the outside of the curve covering only about 1/3rd of the track gauge. This is repeated with five layers of tape if the very thin tape is used, otherwise three thicknesses is sufficient. Each layer is put down about 1/16" towards the outside of the curve which builds up a step for the curve. Each layer is also put down 3" or so shorter than the preceding layer to give a gradual 'leaning' into the curve effect which looks so good on the prototype.

As a final point on track laying make certain that straight track is straight, parallel tracks are in fact parallel. Also transition from straight to curve is gradual. Don't have horrible kinks in rail joints as these will surely plague you when you get down to serious operation, especially when you have visitors.

Scenery

For the scenery on the Western Division I decided to try the styrene foam method because of its strength and lightness. Styrene foam was roughly cut into the required shape and then glued in place using PVA glue. Use the glue sparingly and keep in place with heavy weights. If too much glue is used the insulation quality of styrene foam prevents the glue from drying. After the styrene was thoroughly dry, final shaping was done using a wire brush and a hacksaw blade for large cuts.

As the Western Division is representative of a small portion of the Blue Mountains area, cuttings in rock and sandstone are the order of the day. A layer of plaster and sawdust mix was spread over the foam and shaping done using an old table knife. Other effects can be done to simulate clay or dirt embankments by stroking the plaster with a dry paint brush (about a 1" brush). I did also experiment with grass matting and found that good effects can be obtained by tearing the mat into irregular shapes and placing lichen, blobs of plaster or actual rocks between pieces of matting to make a rocky outcrop.

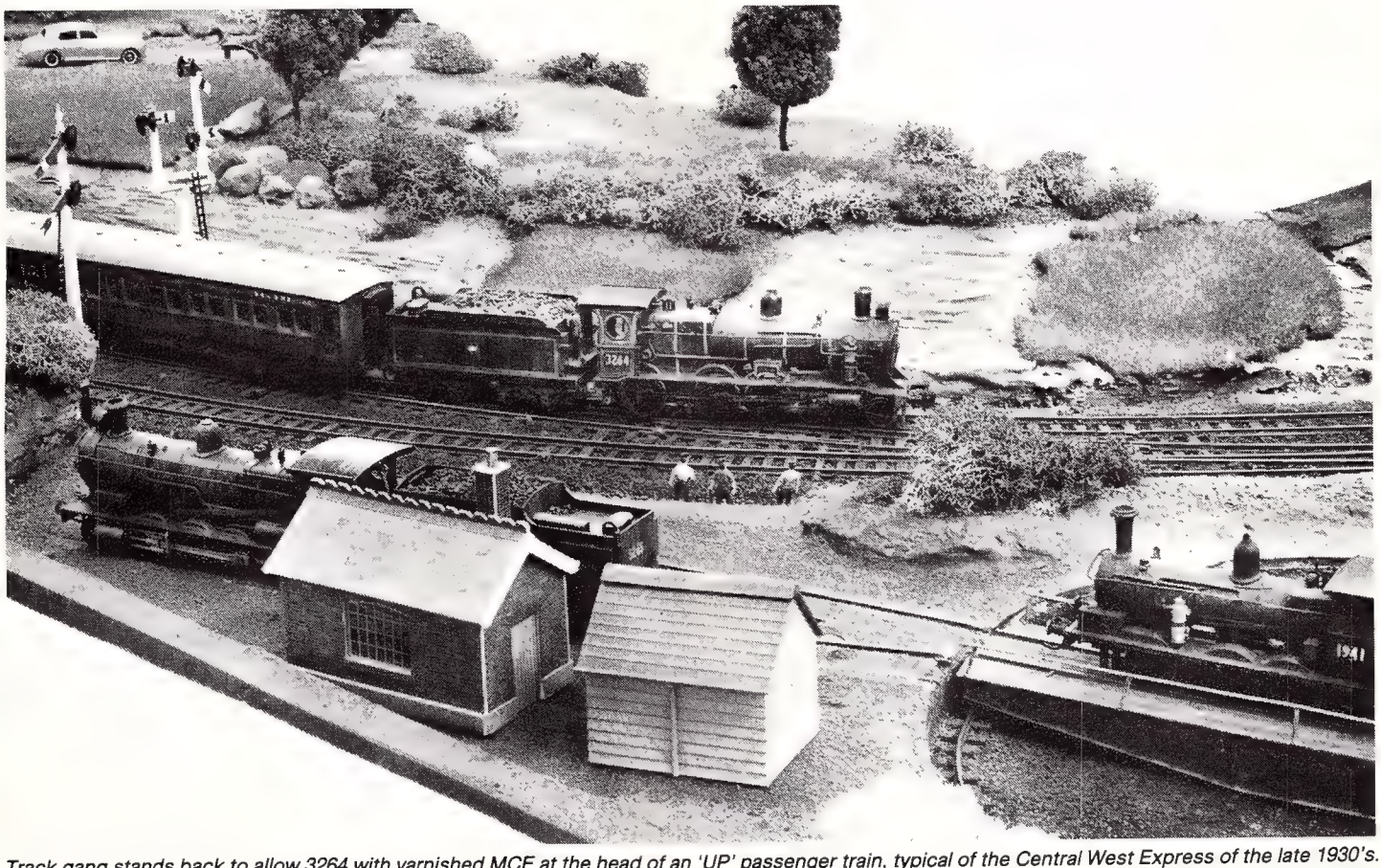
Don't forget that an important part of layout planning is the scenery, as this is the visual part of your layout and the first part seen by visitors.

Electrical

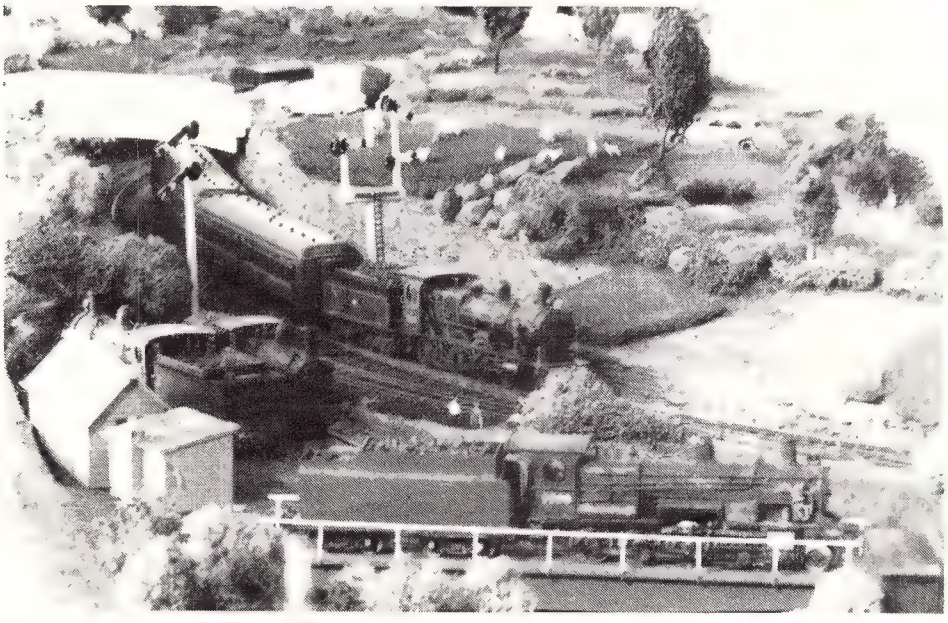
The electrical part of the layout was kept as simple as possible, as I am not an electrical expert. Track sections were used to break up the layout into usable shunting areas (see track plan for division of track sections). Only a few sidings are powered through point direction.

Power is supplied from Ferguson PL60/30VA transformers which give two separate 15v AC outlets from the one unit fed into Tenshodo porcelain type 40 ohm potentiometers which give satisfactory performance. Diode type bridge rectifiers are used to convert AC to DC, being simple and taking a minimum of space in the panel.

Points are operated by old PMG 3000 type relays which are adapted fairly easily and give positive and trouble free operation. The point motor/relay is powered by 20v DC at 3 amps.

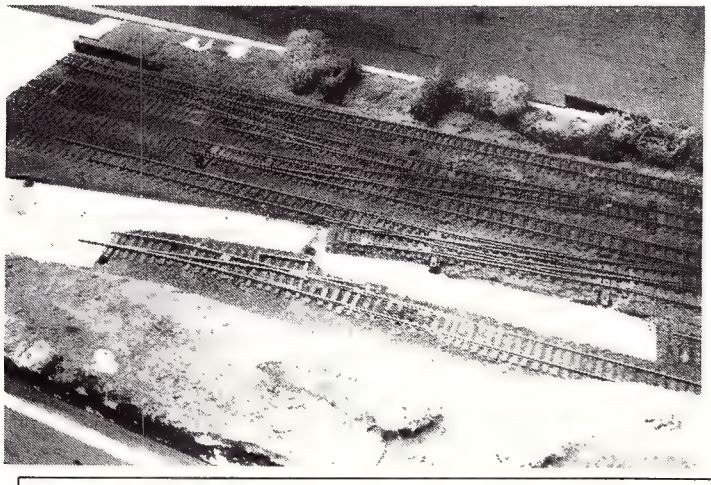


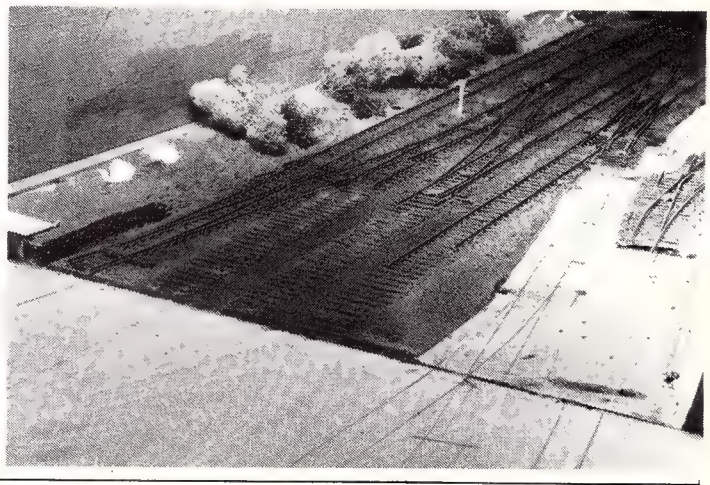
Track gang stands back to allow 3264 with varnished MCE at the head of an 'UP' passenger train, typical of the Central West Express of the late 1930's. This picture shows the loco facilities as originally built, the embankment behind the 32 was cut back to allow for construction of a head shunt in the 1977 extension of the layout.

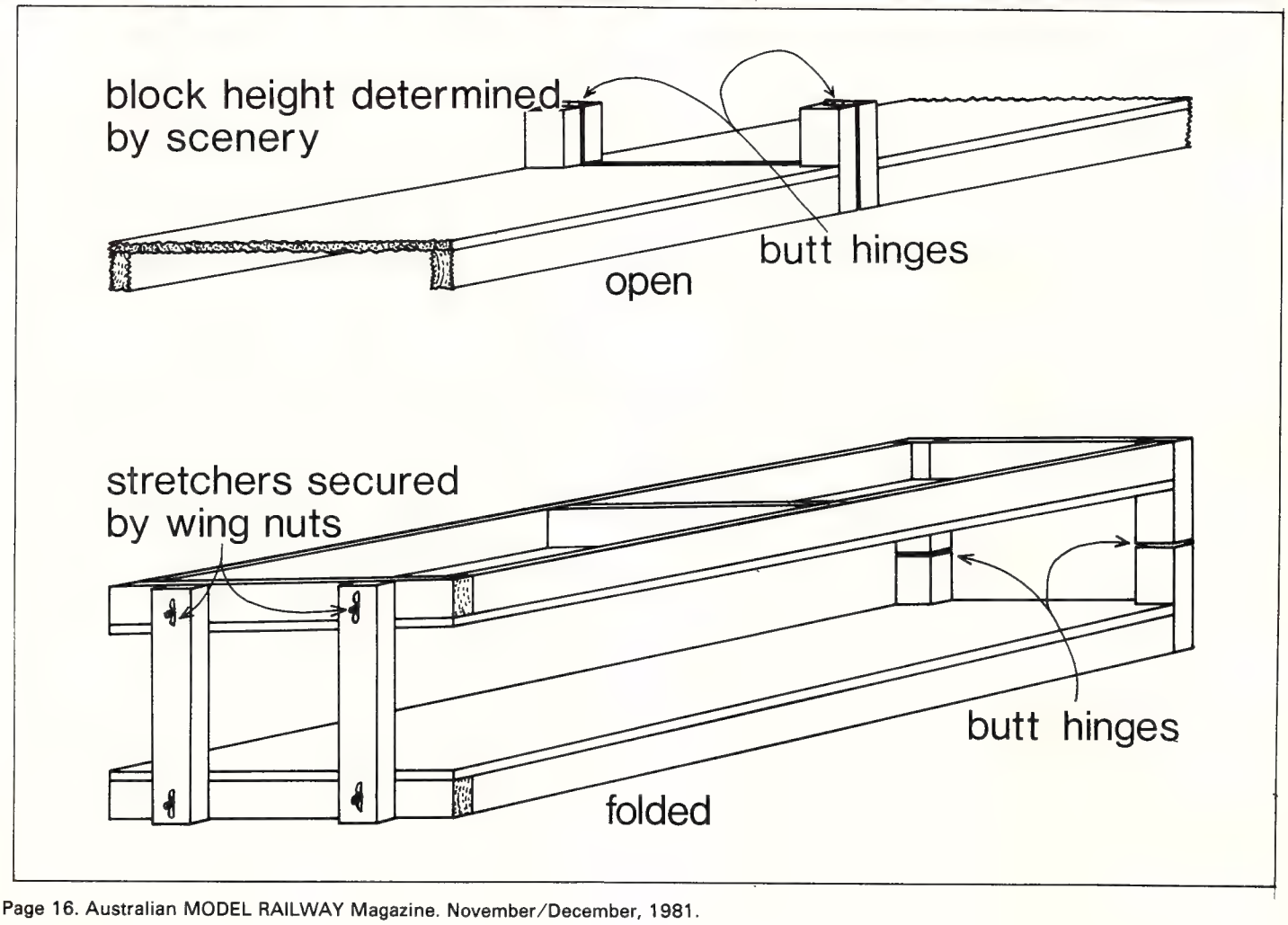


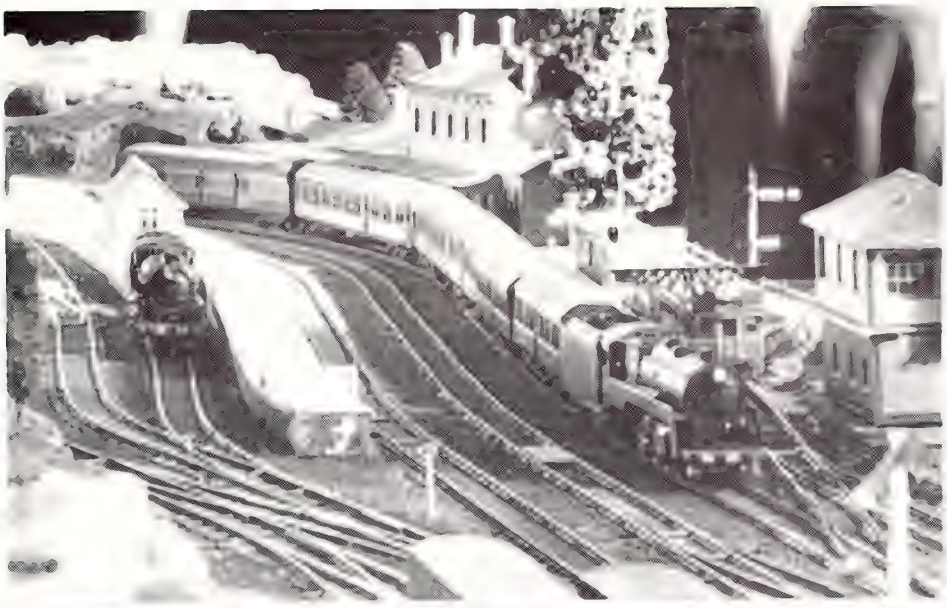
Left: This picture shows the meagre loco facilities available on the original layout. Photo: Kevin Brown.

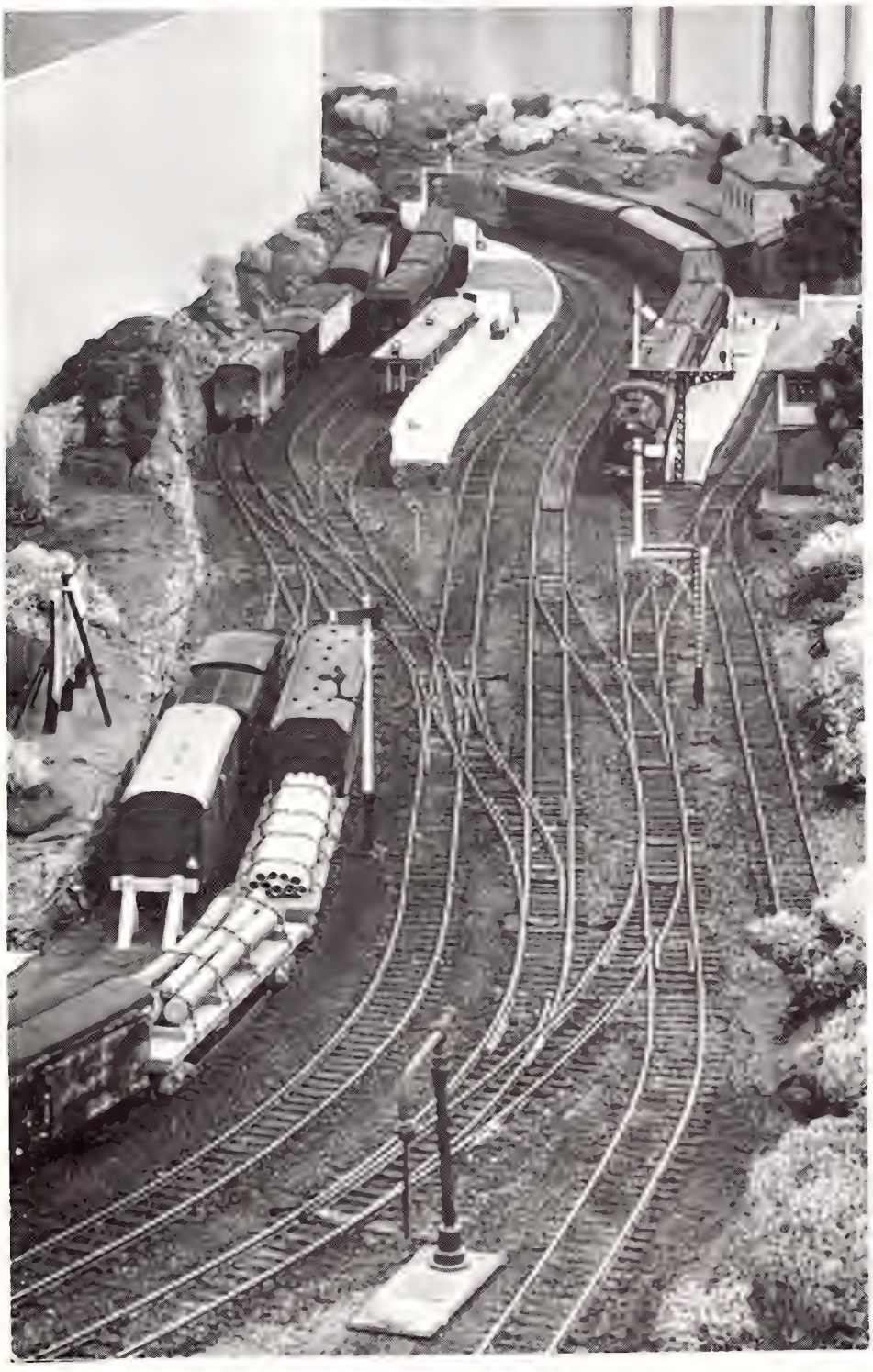
Below: These two views give a good illustration of the work carried out in the alterations to Mt. York yard. During 1977 the layout was extended by three feet, one foot was added on to the loco yard and two feet spliced into the centre section making it into one piece. This modification greatly reduced the number of rail joins that eventually become a headache with any hinged section layout. Photos: Kevin Brown.











Three separate control positions are provided to give maximum use of the layout, one position for each mainline and the third to operate the yard at Mt. York.

History

The Western Division as previously mentioned was designed to represent a part of the Blue Mountains. This particular region has always fascinated me since childhood days. Many a weekend or holiday was spent in the Wentworth Falls area with excursions trackside to watch the trains in the pre-electrification days and the period when the wire trains were stringing up the catenary, not realising that this was the beginning of the end.

So the Western Division attempts to represent in a scale half mile or so a part of the mountains in the 1940's.

The main section of the layout was designed around Mt. Victoria with its beautiful 100 year old stone building built in the mid 1870's. The track design for Mt. York bears almost no resemblance to Mt. Victoria, the only feature being the approach from the Sydney end through a cutting on a curve. The name Mt. Victoria was not used on the model to save the problem of explaining the lack of this or that feature. The model is only meant to be representative so the name of Mt. York was used, this being a location not far from the actual area.

The other side of the layout, Knapsack, was not designed after any particular location but is representative of a typical N.S.W. station that would exist in the lower areas of the mountains. Here again no actual station name was used but the name Knapsack was lifted from the region through which the western line passes, 'Knapsack Gully'.

Mt. York loco yard was installed to give storage for locos and also the visual effect of an operating turntable and roundhouse. The roundhouse building was modelled after the structure at Valley Heights. Although this is a ten stall roundhouse, I had to settle for a four stall shed because of the lack of space.

The second part of this article describing the N.S.W.G.R. Western Division layout will be in the March/April 1982 issue of the Australian MODEL RAILWAY Magazine.

Top: Another view of Mt. York before yard remodelling; taken at the 1977 Willoughby Exhibition this scene shows a Superquick Signal Box, no footbridge and the lack of a building on the UP platform. Photo: Kevin Brown.

Left: This 'bird's eye view' of Mt. York yard shows very clearly the track layout for Mt. York before the 'Western Division' was extended. The hinged blocks in use at this time are hidden under the hill on the left just behind the brake van, and on the right the hinged block is under the signal box. The major problem in operating the yard at this time was the lack of a 'head shunt', which during exhibitions proved very much a hindrance. Photo: Jack Parker.

THE LOVETT/BRUT 33 BALLAST SPREADER

OR, HOW TO SPREAD BALLAST EASILY WITHOUT OFFENDING

Ballasting track, in 12" = 1'0" scale, is a relatively easy matter with bogie plow vans, ballast tamping machines, etc.

Such is not the case when you are working in 3.5mm = 1'0" scale. It is a long, tedious job spooning ballast along the track, working it down between the sleepers and at the same time trying to maintain a straight, equal ballast edge along the ends of the sleepers.

Because of this, many railway modellers do not ballast their track, which, in many cases, spoils an otherwise good layout.

All of that is now a thing of the past for The Lovett/Brut 33 Ballast Spreader is here, the ballast spreader that does not offend! (Sounds like a T.V. commercial.)

Seriously though, when helping a friend rebuild his rather extensive layout recently, I thought there must be an easier way to ballast track. To complicate matters, his layout combines HO, HOn3 and HO/HOn3 dual gauge, by George!!

The obvious solution was some sort of tube which could be placed over the track, filled with ballast and pushed along the track as a spreader.

Heavy cardboard tube was considered but rejected because the soft nature of the material on the end would wear excessively when pushed along the track.

My wife calls me "Steptoe" because I collect things "for use later on". Searching around I came across some empty Brut 33 Deodorant Stick containers. These are made from a hard plastic and measure 3" high by 1 15/16" diameter with an internal flange at the bottom to act as a stop for the deodorant stick. This flange leaves a hole 1 3/8" in diameter, which is just the right size for an even ballast shoulder on each side of HO track.

Remove the spent deodorant stick and replace the screw cap, as this gives strength to the unit while the slots are being cut.

Place the unit upside down in a vyce and tighten, being careful not to exert too much pressure otherwise the container will break.

Using a piece of scrap track, the same brand as you have used on your layout, placed upside down on top of the container, scribe lines on the plastic on each side of the rails. Make sure the track is centred on the container so that you will have the same width ballast shoulder on each side of the track.

With an Exacto or Eclipse saw, make cuts on the scribed lines to the depth of the rail being used. The idea is for the spreader to actually slide along on top of the sleepers thereby wiping ballast off the sleepers and depositing it in between.

Using a flat parallel file of the right thickness, file out the waste material between the saw cuts. Make the slots a fairly snug fit around the rails, but not too tight otherwise it will not slide. If the slot is too large, ballast is left banked up against the rails with disastrous results.

The same method was used for making spreaders for HOn3 and dual gauge track.

Clean any burr off the inside of the slots, because being plastic the heat generated by sawing and filing softens the material which then cools and hardens leaving burrs.

That's it! Now you are ready to ballast.

Place the empty spreader with the cap removed, on the track and fill with ballast using a funnel and a spoon. When filled with granulated cork ballast, the spreader will cover 6 to 10 feet of track, depending on the brand of track.

Using a slow, steady motion, push the spreader along the track, watching behind to make sure the ballast is spread evenly between each sleeper. If any area is missed, you can reverse the spreader over that area until it is filled.

When the spreader has run out of ballast, remove it from the track. Using a piece of scrap 2" × 1" timber on edge placed across the track at right angles, lightly tap along the full length of the ballasted area. This settles down or compacts the ballast so that it is just below the tops of the sleepers.

Continue ballasting starting the spreader about an inch or so from the end of the already ballasted track. This will prevent gaps and give you continuous ballasting.

It's a good idea to start from points and meet in the middle of the track, rather than try to run from point to point and hope the ballast runs out exactly when you reach the other point.

However, it's surprising after a little practice how accurately you can estimate where you will run out of ballast.

Earlier I mentioned granulated cork; however, the spreader also works well with other ballast such as Locomotion.

Unfortunately, the spreader does not work on points. These have to be done the hard way with spoonfuls of ballast and a small brush. Still, the spreader does save time on straight and curved track.

Now that the track and points are ballasted, how do you fix it in place?

I use the old tried method of spraying the entire track with water to which is added a few drops of liquid detergent to act as a wetting agent. When the track is saturated, thinned Aquadhere is then poured along the centre of the track and down both ends of the sleepers, making sure that no glue is left on rails or around the moving parts of points.

Allow to dry for 24 to 48 hours, then run over all the track and points with a vacuum cleaner to collect any loose ballast.

This method has a number of advantages, one being that if you have to remove any track, the entire track can be saturated with water and removed fairly easily without damaging the track.

Earlier I mentioned that the lack of ballast can spoil an otherwise good layout. Another thing, which stands out like the proverbial and is often seen here and overseas as well, is the bright nickel silver sides of rails on layouts.

Prototype rail rusts and becomes coated with dust, dirt oil, etc., and ends up a reddish brown colour. On heavily used track even the sleepers are the same colour as the rails.

To give your track that prototype look, spray the rails and sleepers with a reddish brown paint before you ballast. If you have an airbrush, mix up some red and black paint to the right colour, thin it about 50% and spray the whole lot, wiping off the tops of the rails and point blades, etc., before the paint dries.

If you do not have an airbrush, there are several different brands of aerosol paints on the market that have a metal primer, which is a dirty brown colour.

The time spent in doing this will be repaid twofold in having more realistic track.

Finally, I do not work for, or have shares in, the Brut company, but I am open for offers!

Bruce Lovett.

V.R. ELX-2

Featuring the corrugated style of ELX and the various modifications

Peter J. Vincent

This is the second of two articles on ELX wagons, and covers the corrugated type. These wagons were introduced to service between 1964 and 1979, a long construction period where the vehicles were generally built in contracts of fifty or more. Through the years the wagon design did not change except for alterations in equipment fittings or construction materials. The main modification undertaken in later years was the fitting of tarpaulin supporting ridge gear, which was initially provided for steel traffic use in the late 1960s. Two classes of rolling stock have been constructed using the ELX underframe design. These were the ESX (later VODX) and the relatively new sleeper wagons coded VOFY.

To assist modellers a table of construction dates is listed in Table 1, followed by modifications, body style and equipment variations, and a section to show the recoding of these vehicles undertaken since 1979.

The references to modifications have only dealt with those alterations that are visible and are of use to the modeller. The technical alterations involved in actual construction have not been considered.

To provide all the construction data on ELX wagons, the information from the first article on ELF and ELX wagons has also been shown. Those codes mentioned in the first article have been enclosed in brackets. The table has been arranged to show the annual construction as an aid to people involved in eras and 'cutoff' dates. Only new construction is shown; rebuilds shall be noted further on.

The major points of interest of the ELX have been itemised in the following paragraphs. Cross reference of items should give the reader a description of any particular wagon. The only wagons not included are the rebuilt versions, which are covered separately. References to the items will give the reader a description of the original body before reconstruction.

Bogies:

The ELX is bogie exchangeable and can be seen on a variety of intersystem bogies. The VicRail bogies used are the 50 ton (51 tonne) type coded XC. The XC type are for broad gauge use. For standard gauge traffic, narrow wheelsets have been fitted to the frame and the bogies have been coded XSC, S indicating Standard Gauge.

Handbrakes:

ELX wagons in the group numbered 1 to 200 are fitted with the ratchet type handbrake lever. Those vehicles in the group 201 to 454, 1001 to 1104 plus VOCX 1105 to 1170 are fitted with the 'Miner' type handbrake wheel.

Edge Coping:

Corrugated type ELX wagons up to number 454 feature tube coping along each side. Commencing with ELX 1001, RHS (Rectangular Hollow Section) has been used.

Corrugated Sides:

The corrugated side wagons are numbered 74 to 90, 107 to 454 and 1001 to 1170. These are shown in the construction data table without brackets around each code. Those codes with brackets are the ELX plain sided version.

Ridge Gear:

There have been several types of ridge gear used to support tarpaulin coverings on these wagons. This subject is rather lengthy and will be fully covered in a separate article.

Centre Sill (Fishbelly) Alteration:

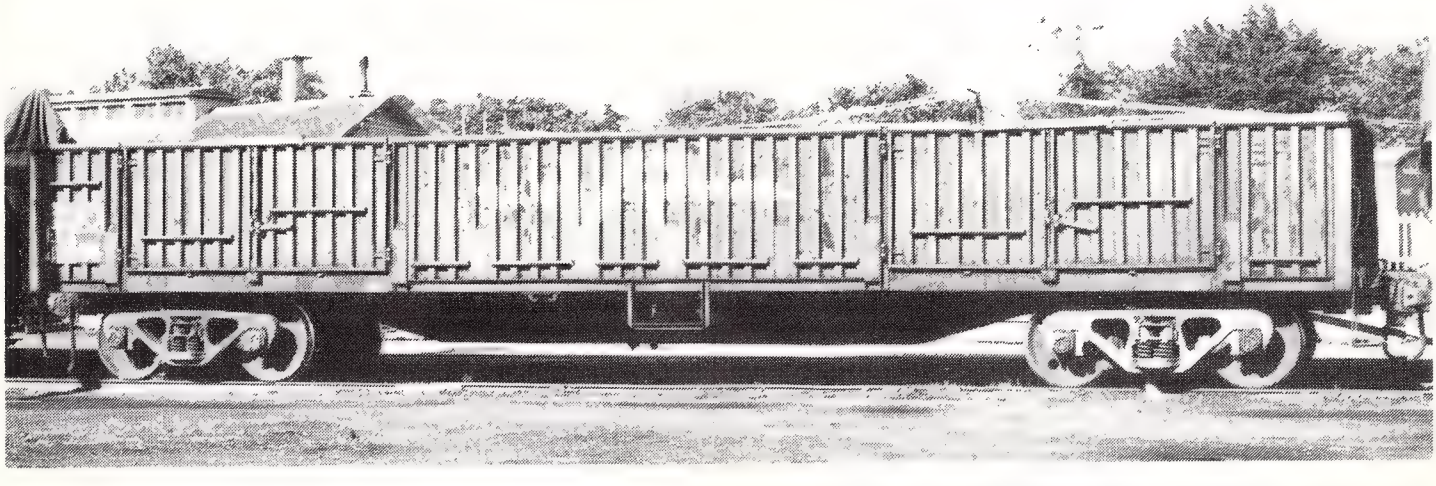
The early ELX underframes have a shallow centre sill which has been the cause of some fatigue problems. The sill for comparison is the

TABLE 1

Code to Service	*Number Group*	*Built at (Workshops)*	*Date to Service*	
(ELF)	1-71	Ballarat Newport	7/1961 to 6/1963	(See Note 1)
(ELX)	72, 73	Newport	6/1963	
ELX	74-90	Ballarat	3/1964 to 12/1964	
(ELF)	91, 92	Ballarat	6/1963	(See Note 1)
(ELX)	93-106	Ballarat	7/1963 to 12/1963	
ELX	107-110	Ballarat	1/1964 to 3/1964	
ELX	111-132	Ballarat	3/1968 to 7/1968	
ELX	133-177	Bendigo	3/1968 to 12/1968	
ELX	178-196	Ballarat	7/1968 to 12/1968	
ELX	197-225	Ballarat	1/1969 to 6/1969	
ELX	226	Bendigo	12/1968	
ELX	227-280	Bendigo	1/1969 to 11/1969	
ELX	281-330	Bendigo	5/1970 to 12/1970	
ELX	331-384	Bendigo	1/1971 to 8/1971	
ELX	385-410	Bendigo	9/1973 to 12/1973	
ELX	411-454	Bendigo	1/1974 to 6/1974	
ELX	1001-1020	Bendigo	8/1974 to 12/1974	
ELX	1021-1050	Bendigo	1/1975 to 5/1975	
ELX	1051-1059	Bendigo	11/1976 to 12/1976	
ELX	1060-1100	Bendigo	1/1977 to 6/1977	
ELX	1101-1104	Bendigo	10/1978	
VOCX	1105-1170	Bendigo	10/1978 to 6/1979	(See Note 2)

NOTE: 1. ELF wagons recoded to ELX between 7/1963 and 5/1965.
2. The last order for 70 wagons 1101 to 1170. Nos. 1101 to 1104 issued to traffic as ELX; Wagons 1105 to 1170 issued to traffic coded VOCX.

ELX 406 at Camperdown, 7-5-78, is typical of a corrugated ELX not fitted with ridge gear. The deep centre sill is obvious, along with the Type 'B' lashing bars. Side 2 is shown in the photo.



same depth as E (VOAA) wagons. To overcome further problems a deeper sill was designed and applied to later ELX construction. The different centre sill arrangements are as follows: Shallow Sill: ELX 1 to 89, 91 to 110; Deep Sill: ELX 90, 111 to 454, 1001 to 1104; VOCX 1105 to 1170.

End Bulkheads:

Apart from handbrake changes, the only alteration in the end bulkheads of the ELX wagons is the change from pressed ridge girder and end posts (ELF style of end) to a simplified end using RHS (Rectangular Hollow Section) for the ridge girder and either RHS or pressed end posts. Details below:
ELF end: Ratchet handbrake — 1 to 200. Miner handbrake — 201 to 454, 1001 to 1056, 1058 to 1072.
RHS end: Miner handbrake — 1057, 1073 to 1170. These details include original wagons only, not rebuilds.

Brake Equipment:

All ELX wagons and recodes have Load Compensating Brake equipment and Grade Control equipment.

Derivatives:

The ELX underframe has been used as a basis for two other wagon classes. The first 'spinoff' was the ESX code, ESX 1 being constructed on the underframe of an ELX during the 1964 construction period. ESX 1 was issued to traffic 31-7-64 ex Ballarat Workshops and features a shallow centre sill as mentioned above. The latest derivative is the VOFY mechanised discharge sleeper wagons. Two VOCX underframes were built during 6/1980 and transferred to Sydney (Portec, Villawood) to have the equipment fitted. The underframes were sent on the standard gauge coded VOFY, and were equipped with Load Compensating Brake only.

Four Letter Recoding:

To differentiate between those wagons fitted with ridge gear and those not fitted, two codes were used. These were the VOBX and VOCX classifications. The VOBX code denoted those ELX wagons not fitted with standard ridge gear. The standard ridge gear first appeared in 1974 and consists of a double tube frame rising to an apex. This frame is detachable. Vehicles not fitted with this gear (such as plain side ELX, corrugated ELX not fitted with any ridge gear, corrugated ELX fitted with single pin type or Lysaght type of ridge gear) were all to be recoded to VOBX. The VOCX classification was retained solely for those vehicles fitted with the standard ridge gear. Any vehicles not recoded to the above guidelines have been incorrectly coded.

ELXs are being fitted with ridge gear as they are repaired at Workshops, and are being recoded to VOCX from non-fitted ELX or VOBX stock.

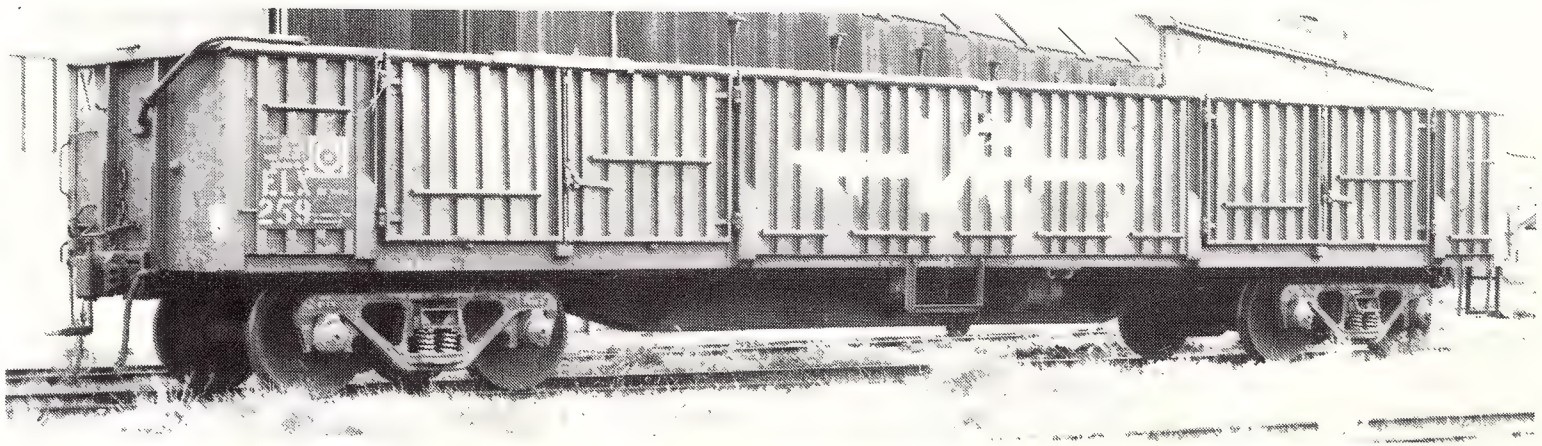
VOCX Construction:

The last contract for seventy ELX wagons began at Bendigo Workshops during October 1978. The first four wagons of the contract, ELX 1101 to 1104, entered service with the original coding. Beginning with wagon 1105, the new lettering was applied. VOCX 1105 entered service on 30-10-78. The last wagon, VOCX 1170, entered service on 12-6-79. To 1981, there has been no more VOCX construction.

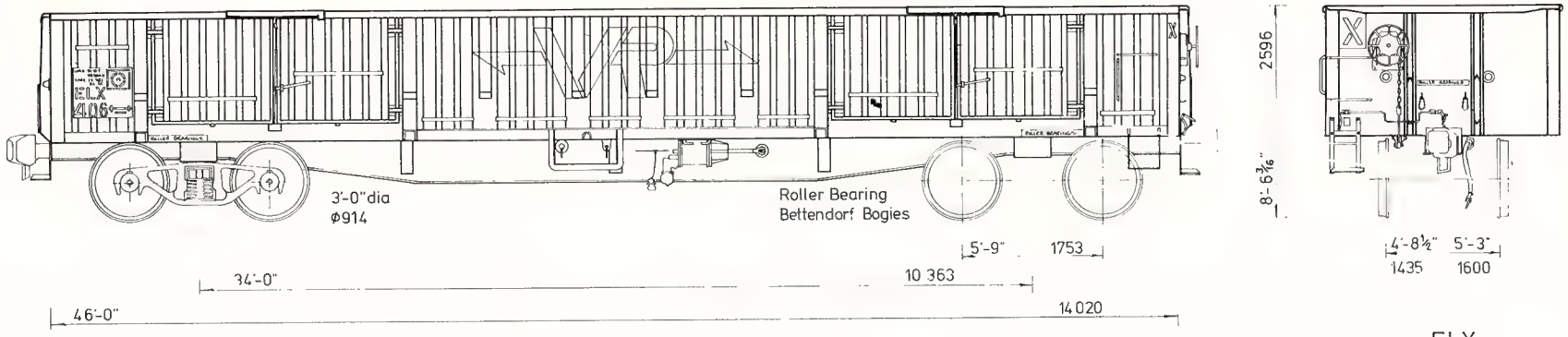
VOSX Coil Steel Wagons:

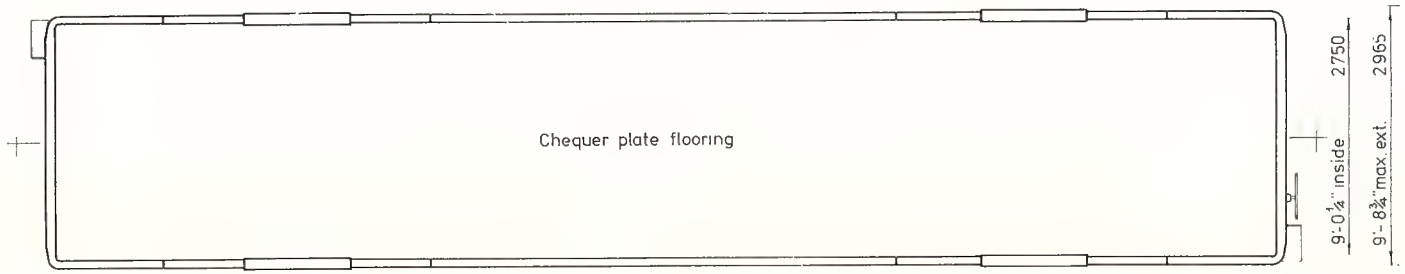
To provide more coil steel carrying wagons, thirty ELX/VOBX/VOCX wagons of corrugated style were fitted with floor cradles. The vehicles were fitted with standard ridge gear (if not already fitted), stencilled "LYSAGHT COILED STEEL TRAFFIC" and recoded to VOSX numbers 1 to 30. The ELX numbers were not retained. The temporary conversion of these wagons was to provide extra vehicles until a further fifty VFSX coil steel wagons were constructed. However the construction of these wagons at Bendigo Workshops has been deferred. For trial purposes, ELX 132 was fitted with the cradles and recoded to VOCX 132 in 5/1979. The VOSX wagons were introduced to service between 2/1980 and 3/1980 including VOCX 132 which became VOSX 1. Traffic is from the Lysaght steel rolling mill near Hastings, Victoria. The coil steel goes to points in Victoria, Tasmania and South Australia. The Tasmanian traffic goes by ship of course. One vehicle of interest is VOSX 6. This wagon was converted from corrugated side VOBX 14, late ELX 14 rebuilt 6/1967 after conversion from SLX 8, used in coil steel traffic prior to the CSX (VFSX) construction programme. All the VOSX conversions are from corrugated wagons in the range up to number 454. No "1000" series have been converted.

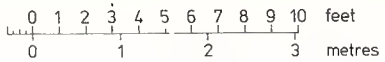
The following table lists the handbrakes fitted to the VOSX wagons:
Ratchet handbrakes fitted to VOSX: 1, 5, 6, 7, 16, 18, 19, 20, 21, 22.
Miner handbrakes fitted to VOSX: 2, 3, 4, 8, 9, 10, 11, 12, 13, 14, 15, 17, 23, 24, 25, 26, 27, 28, 29, 30.



Above: This photo shows Number 1 side of ELX 259, Newport Workshops, 20-9-75. This wagon is fitted with Type 'B' lashing bars. This vehicle has been recoded to VOBX as the ridge gear shown in the photo (Single Pin type) is regarded as non-standard. Below: A three-quarter view of the same side of ELX 259.







ELX

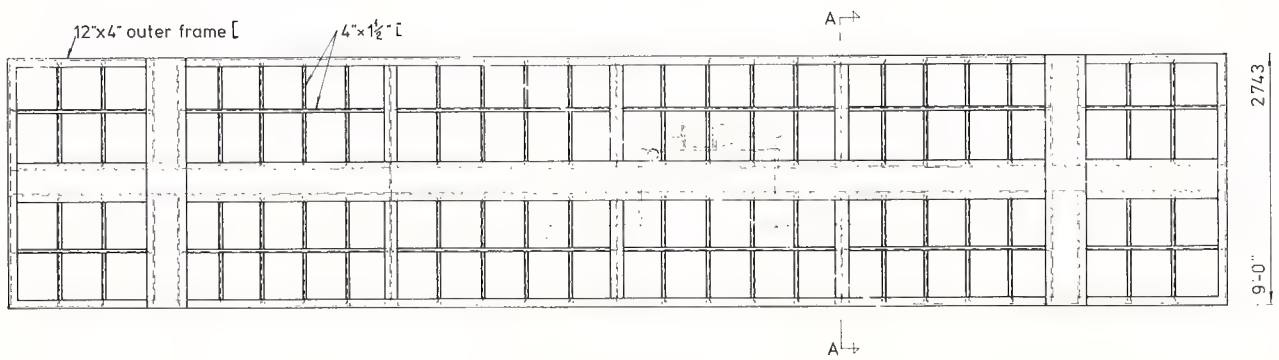
Bogie open waggon

VR

Colour Scheme

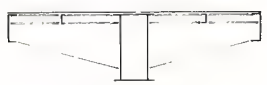
Body, bogie sideframe :- VR frieght red
VR logo, handbrake location marking.- White
Bogie exchange markings :- Black
Other markings :- White on Black background

DETAIL OF CORRUGATIONS



BASIC UNDERFRAME

Viewed from below



SECTION A-A
Rotated 90°

DRAWN R JOHNSON 8 OCT 78

Freight Centre Traffic:

To provide a group of captive bogie open wagons for Freight Centre traffic, the code VOCY was introduced 10/1979. Initially, ELX and VOCX wagons were placed in the stencilled traffic but these codes were later altered to VOCY. The wagons to be retained for this traffic were ELX 1101 to 1104, VOCX 1105 to 1170, all to be recoded to VOCY. To establish the Freight Centre wagons immediately, any suitable ELX/VOCX wagons were converted to the VOCY code leading to scattered numbers from VOCY 4 (plain side to corrugated rebuild) to VOCY 1170. As more wagons in the group 1101 to 1170 are converted, wagons outside this number group will be recoded to VOCX and removed from stencilled traffic. Suitable wagons are those equipped with standard ridge gear. The Freight Centre stencil reads: "FREIGHT CENTRE TRAFFIC ONLY/VICRAIL RAIL-ROAD" and has been fitted to the right hand doors on each side.

Table 2 is a composite listing from the photographs and observations. The ELX and VOCX numbers above 1101 would show up again in the VOCY listing due to recoding.

Wagons noted in Freight Centre Traffic 1979 to 1981:

ELX: 1101.

VOCX: 178, 1046, 1105, 1123, 1127, 1131, 1146, 1170.

VOCY: 4, 11, 119, 127, 130, 172, 178, 188, 189, 193, 236, 238, 330, 373, 1002, 1004, 1010, 1023, 1026, 1029, 1033, 1041, 1054, 1071, 1090, 1093, 1103, 1106, 1107, 1109, 1113, 1114, 1117, 1118, 1119, 1120, 1122, 1123, 1124, 1130, 1132, 1133, 1135, 1137, 1138, 1139, 1140, 1145, 1148, 1152, 1155, 1156, 1157, 1159, 1165, 1166.

TABLE 2

Wagon Number	*Coping*	*Handbrake*	*End Bulkhead*	*Remarks (Lashing bar type in brackets)*
4	RHS	Ratchet	RHS	Rebuilt ELX 4 to VOCX 4, (E) Bendigo 7/1979. To VOCY.
6	RHS	Ratchet	ELF	Rebuilt as ELX 6, Bendigo 7/1977. To VOCX. (E)
7	RHS	Miner	RHS	Rebuilt VOBX 7 to VOCX 7, Bendigo, 4/1981 (E)
10	RHS	Ratchet	RHS	Rebuilt as ELX 10, Bendigo 7/1978. (E)
11	RHS	Ratchet	RHS	Rebuilt as ELX 11, Bendigo 7/1978. To VOCY. (E)
14	Tube	Ratchet	ELF	Rebuilt as ELX 14, Bendigo 6/1967. to VOBX 14, then recoded VOSX 6. (B)
15	RHS	Ratchet	RHS	Rebuilt as ELX 15, Bendigo, 7/1978. (E)
17	RHS	Ratchet	ELF	Rebuilt as ELX 17, Bendigo 7/1977. To VOCX. (E)
23	RHS	Ratchet	ELF	Rebuilt as ELX 23, Bendigo 8/1977. To VOCX. (E)
24	RHS	—	—	Rebuilt VOBX 24 to VOCX 24, Bendigo 4/1981. (E)
32	RHS	—	RHS	Rebuilt ELX 32 to VOCX 32, Bendigo, 11/1978. (E)
36	RHS	Ratchet	RHS	Rebuilt as ELX 36, Bendigo, 8/1978. (E)
37	RHS	Ratchet	RHS	Rebuilt as ELX 37, Bendigo, 8/1978. To VOCX. (E)
64	RHS	Ratchet	ELF	Rebuilt ELX 64 to VOCX 64, Bendigo, 11/1978. (E)
69	RHS	Ratchet	ELF	Rebuilt as ELX 69, Bendigo, 8/1977. (E)
87	RHS	Miner	RHS	Rebuilt ELX 87 to VOCX 87, B'o 7/1979. (E)
129	RHS	Ratchet	ELF	Rebuilt as ELX 129, Bendigo, 7/1978. (E)
177	RHS	—	RHS	Rebuilt ELX 177 to VOCX 177. Bendigo, 7/1979. (E)
243	RHS	—	ELF	Rebuilt as ELX 243, Bendigo, 6/1977. To VOCX. (E)

TABLE 3

Lashing Bar Arrangement	*Vehicle Group*	*Remarks*
Type 'A'	74 to 89, 107 to 110.	Type 'B' lashing bars have been progressively fitted to these vehicles.
Type 'B'	111 to 454,	Rebuilt ELX 14 also fitted. An additional row of bars fitted to selected wagons to form arrangement 'C'.
Type 'C'	112, 114, 120, 123, 127, 132, 141, 145, 157, 173, 177, 178, 195, 196, 198, 199, 201, 204, 205, 206, 208, 213, 214, 217, 222, 223, 226, 227, 233, 252, 258, 261, 263, 264, 273, 274, 283, 286, 293, 294, 295, 300, 309, 319, 321, 325, 330, 331, 333, 334, 341, 342, 343, 346, 350, 360, 376, 377, 379, 381.	These wagons fitted with extra lashing bars when fitted with Lysaght ridge gear.
Type 'D'	1001 to 1083, 1085 to 1098.	
Type 'E'	1084, 1099 to 1170	ELX/VOCX wagon rebuilds during or after the construction period of these vehicles will feature Type 'E' lashing bars.

Experimental Wheat Traffic:

During the late 1960's some E and ELX wagons were used in temporary bulk wheat traffic. As the wagons were difficult and time consuming to load they were not accepted by the Grain Elevators Board for wheat traffic. A second attempt in 1978 saw three wagons in bulk wheat traffic for several months, though once again a temporary measure. Three ELX wagons were modified with slope sheet provided in the centre of the wagon. The sheets formed an inverted 'V' between the doors to assist the unloading. The vehicles were converted at Bendigo Workshops and were coded VOCX upon conversion, The numbers were VOCX 313, 402 and 1071. For identification, the vehicles were stencilled "SPECIALLY PREPARED FOR GRAIN TRAFFIC". Date to service was 12/1978 and the area of traffic was Marmalake (Murtoa wheat silos) and Geelong. By 4/1979 all wagons were noted with the stencils painted over, 313 and 402 have had slope sheets removed, while VOCX 1071, which has been recoded to VOCY for Freight Centre traffic, still has the slope sheet fitted.

ELX Rebuilding:

As ELX wagons have deteriorated in service, due either to the corrosive action of liquids or rough loading/unloading damage, they have been rebuilt with new bodies. Most of the plain sided type are now twenty years old and the rebuilding practice will continue as required and more of these rebuilt vehicles will be seen in future. Rebuilding involves stripping the sides or ends back to the underframe and constructing an all new body. In some cases the original ends have been retained and in most cases the ratchet handbrake also retained. The list in Table 3 gives the rebuilding dates and coping/end details. A 'dash' indicates information not known at present.

Of interest in this table are the last four wagons, 87, 129, 177 and 243 which were originally corrugated and have been rebuilt with RHS coping. As the notes for this table have been compiled from observation and photographs there may be some rebuilt vehicles in service not listed above. As rebuilding will continue, this list has noted only those vehicles rebuilt to 6/1981.

Lashing Rails

There are a number of variations in the style of lashing bars fitted to the sides of corrugated ELX wagons. The following table is a guide to the arrangements that can be expected to be

No. 1: This photo shows the Number 2 side of ELX 204 at South Dynon, 21-5-75. This photo illustrates the Type 'C' lashing bars. As the vehicle appears in the photo, it would be recoded to VOBX.

No. 2: This closeup view shows the arrangement for the Type 'A' lashing bars as fitted to the first group of corrugated side wagons. The bars appear in the corrugations along the same level as the figures '76'. ELX 76 shown at Maryvale Siding, 17-11-75. This wagon has been recoded to VOBX. The Type 'A' lashing bars are not removed when the vehicle is fitted with the Type 'B' bars.

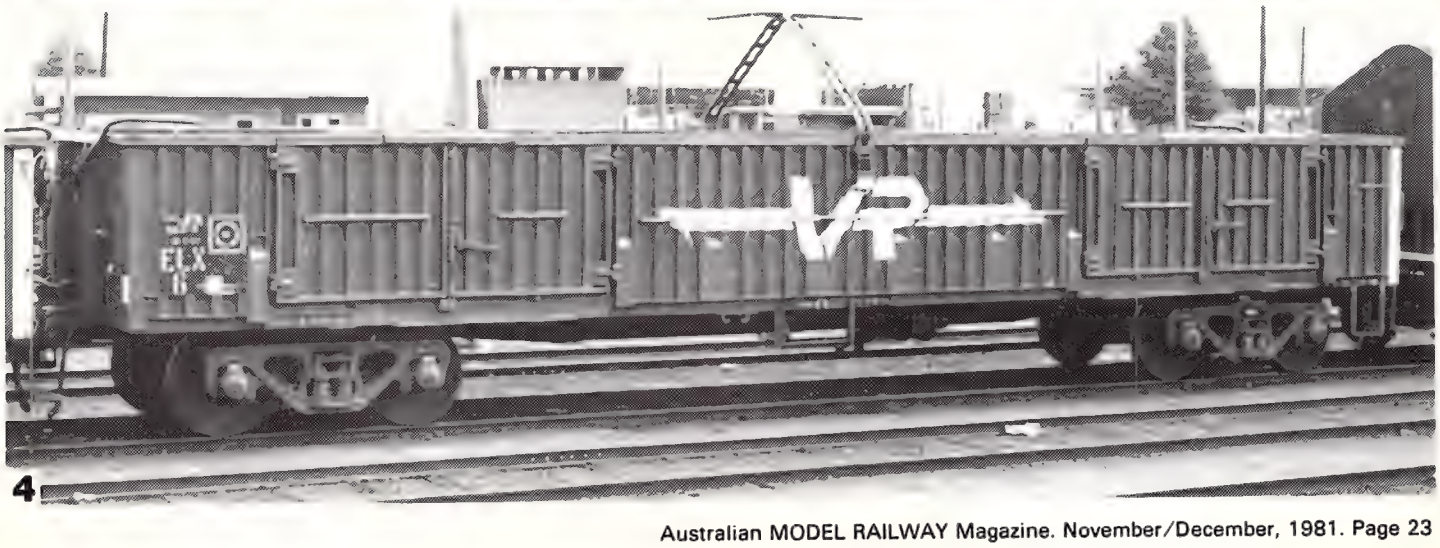
No. 3: ELX 1057 at Oakleigh 10-5-77 shows the R.H.S. coping, R.H.S. end and the Type 'D' lashing bars. As this vehicle is fitted with standard ridge gear, it will be recoded to VOCX.

No. 4: Rebuild ELX 6 shown here shows the shallow type of centre sill fitted to earlier ELXs (refer text) as compared to ELX 1057. ELX 6 is shown with the Type 'E' lashing bars. With standard ridge gear, this wagon has been recoded VOCX. Photo at North Melbourne, 13-4-78.

1

2

3



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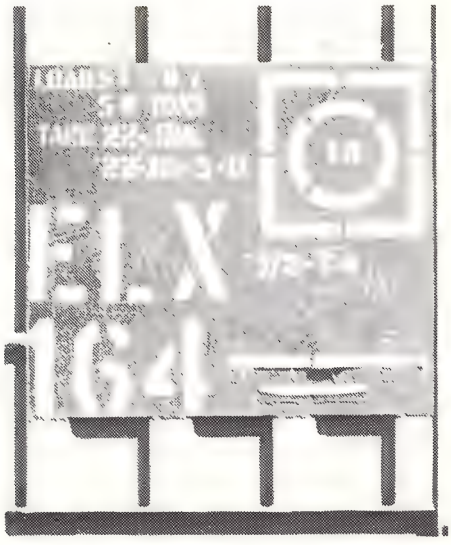
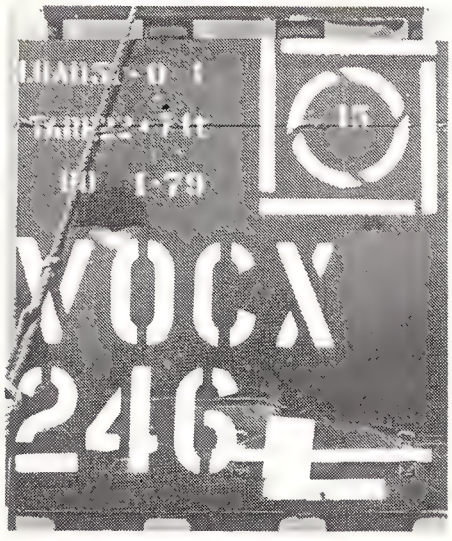
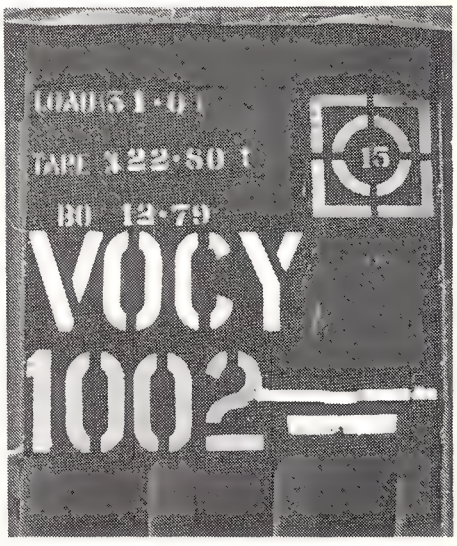


Typical lettering for a corrugated ELX. Shown is the 18 cm (17") high figures.



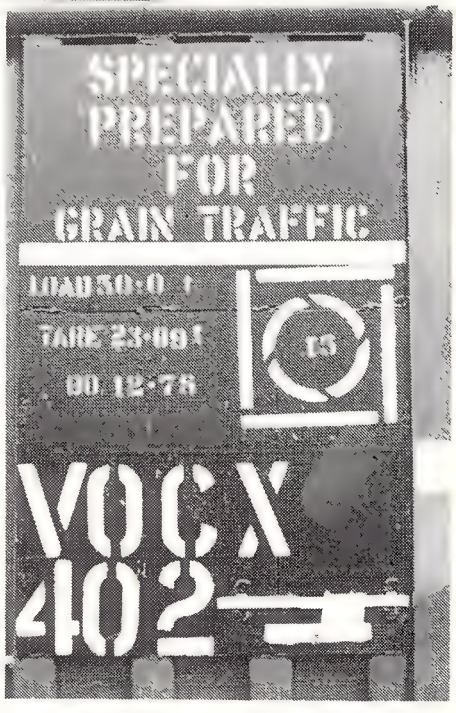
The VOCX stencil is larger and requires a bigger number board. A small sheet of metal has been added to the top of the board to accommodate the change in lettering.



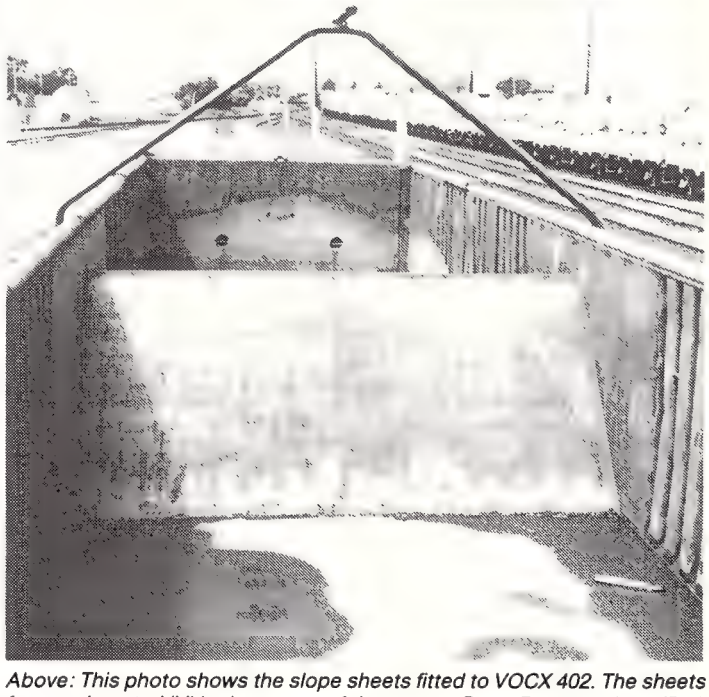
Shown is the VOCY stencil as applied to Freight Centre vehicles.

Left: VOSX 1 converted from VOCX 132. The 'C' has been over-painted with an 'S'. The chalked in "VOSX 1" was applied before the recoding for the information of painters. Note the heavier tare mass, 29.650t, due to the floor cradles.

Right: The three VOCX wagons for grain traffic, numbers 313, 402 and 1071, were stencilled as shown in the photo. The stencil lettering was white and a yellow line divided the stencilled section from the standard lettering section. With the vehicles now out of grain traffic, the stencil has been painted over.
Peter Dawson photo/P. J. Vincent Collection.

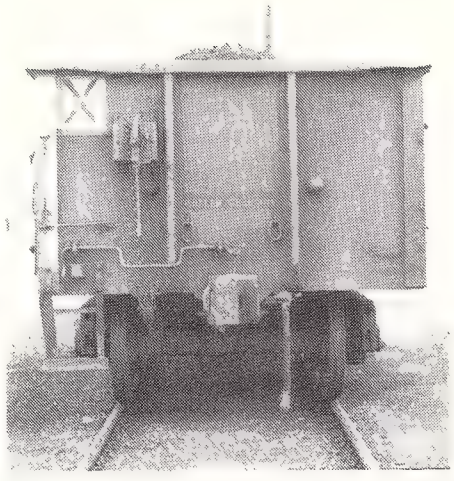


Left: These are the cradles fitted to the floors of VOSX wagons. The cradle arrangement is symmetrical. Shown here fitted to VOCX 132, 11-7-79. During the trials, VOCX 132 remained unstencilled.

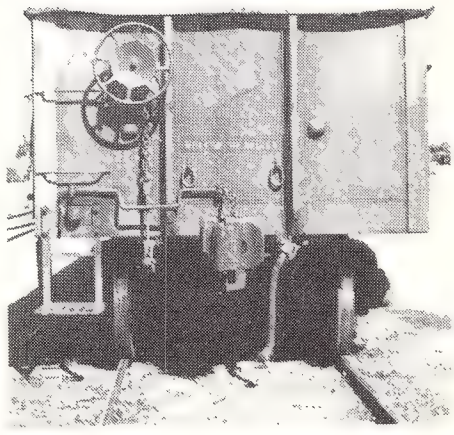


Above: This photo shows the slope sheets fitted to VOCX 402. The sheets form an inverted 'V' in the centre of the wagon. Peter Dawson photo/P. J. Vincent Collection.

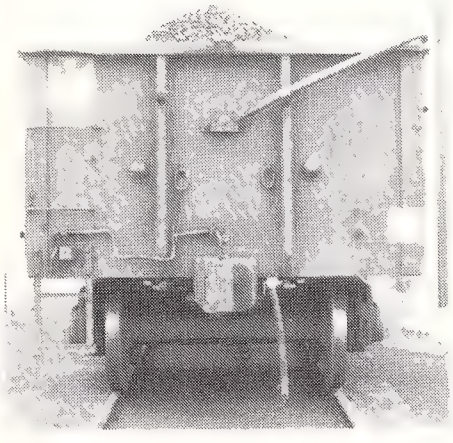
This is the No. 2 end (opposite end to handbrake location) of ELX 417. It shows an ELF type end not fitted with ridge gear. The vertical struts are called 'end posts' and the horizontal pressed piece along the top is called a 'ridge girder'.



This is the No. 1 end of ELX 74, shown without the ridge gear. This ELF type end shows the ratchet handbrake fitted.



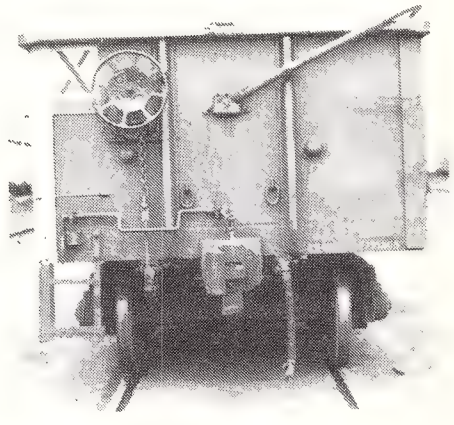
This is the No. 1 end of ELX 449, without ridge gear. This ELF type end shows the Miner handbrake fitted.



Right: This photo shows the doors and stencil location of VOCY 1140, 30-1-80. This door set is at the No. 2 end of the wagon on the No. 2 side. The VOSX stencil location is similar but in a lower position on the door due to the Type 'B' lashing bar arrangement.

Left: This is a view of an ELF type end fitted with GY ridge gear components. The vehicle is ELX 146. Both ends of a vehicle are fitted with ridge gear, when such gear is fitted.

Part One of this two part article was in the September/October 1981 issue of the Australian MODEL RAILWAY Magazine.

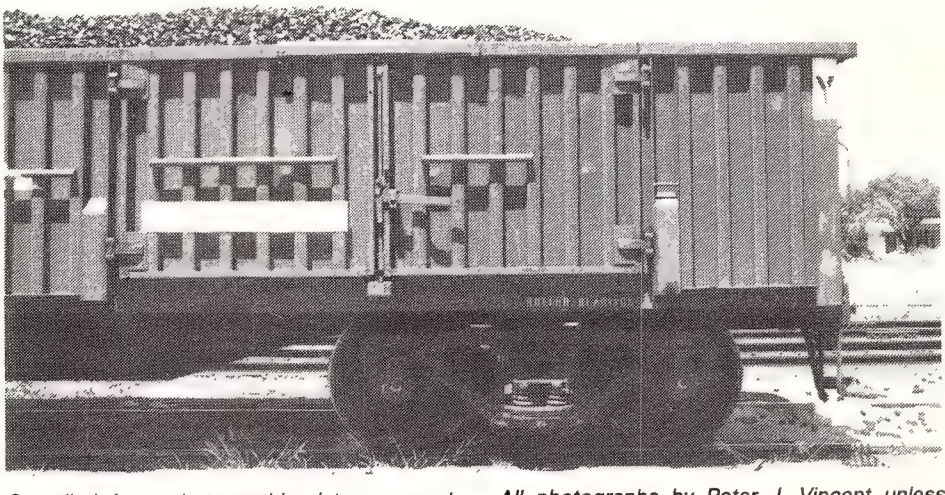


Right: This is the No. 1 end of ELX 1073. This view shows the R.H.S. type end with the R.H.S. ridge girder but with the pressed end posts.

seen on the wagons. The rebuilt wagons have been included in each group and specially noted. For clarity, each arrangement has been listed as Type 'A', 'B', 'C', etc, and the photos showing the gear similarly noted.

Traffic:

The ELX wagon has been developed as a standard bogie open wagon for general traffic requirements from bulk materials to farm or industrial machinery and can even be used in container traffic. With the introduction of the Freight Centres throughout Victoria, special wagons were placed in stencilled captive traffic for the parcels and other traffic generated by these depots. The ELX/VOBX/VOCX wagons run throughout Australia on the two gauges 4' 8½ (1435mm) and 5' 3" (1600mm) and can be seen with various loadings. The Freight Centre wagons coded VOCY are supposed to be captive within Victoria but have been seen in South Australia and New South Wales, and possibly have been even further afield.

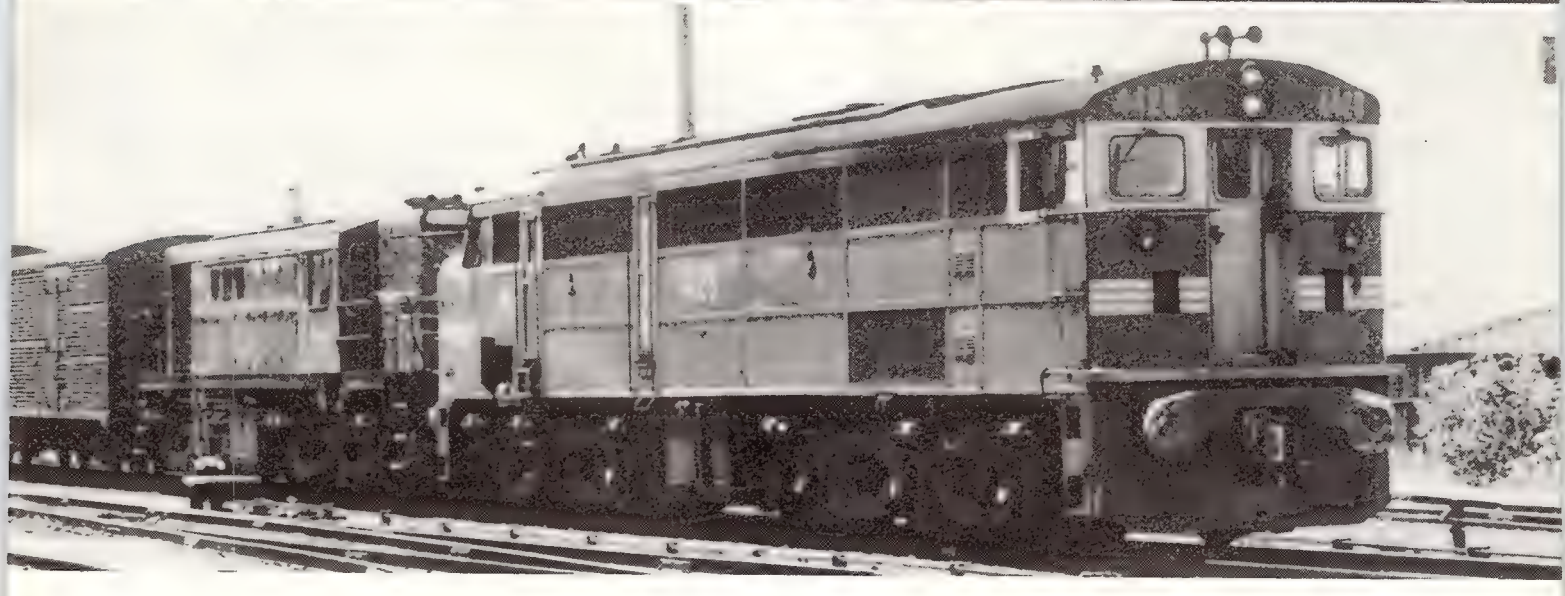


Compiled from photographic data, personal notes and original research during the years 1974 to 1981.

All photographs by Peter J. Vincent unless otherwise noted.

Below left: This is the Freight Centre stencil as fitted to VOCY and some earlier VOCX wagons. The background is white with red lettering and a pale blue logo.

Below right: The stencil as applied to VOSX wagons. The background is either black or russet red and the lettering is white. For the location of this panel see the VOCY stencil location.

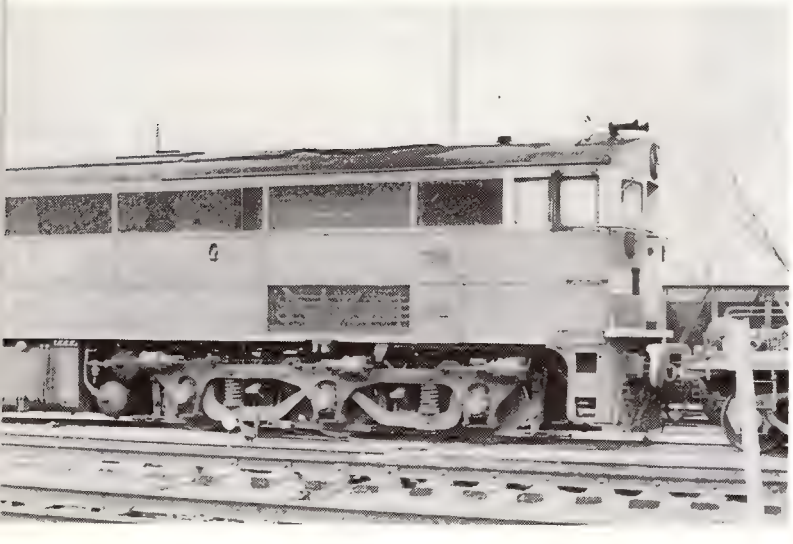


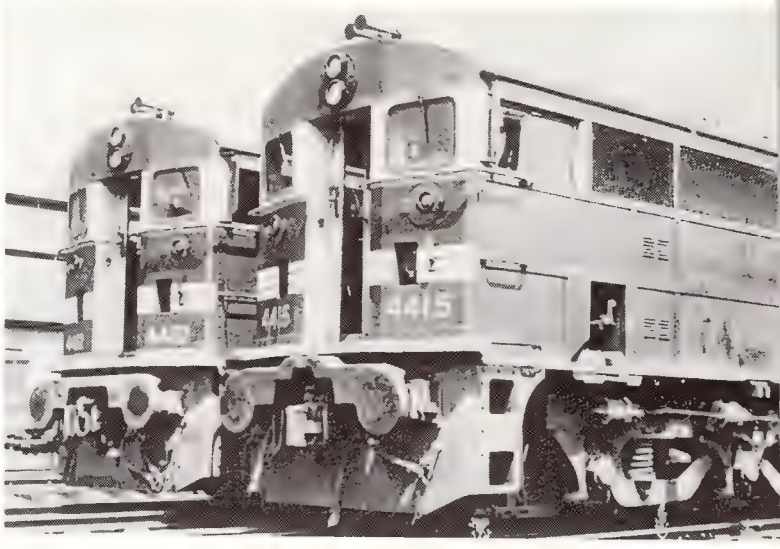
THE 44 CLASS

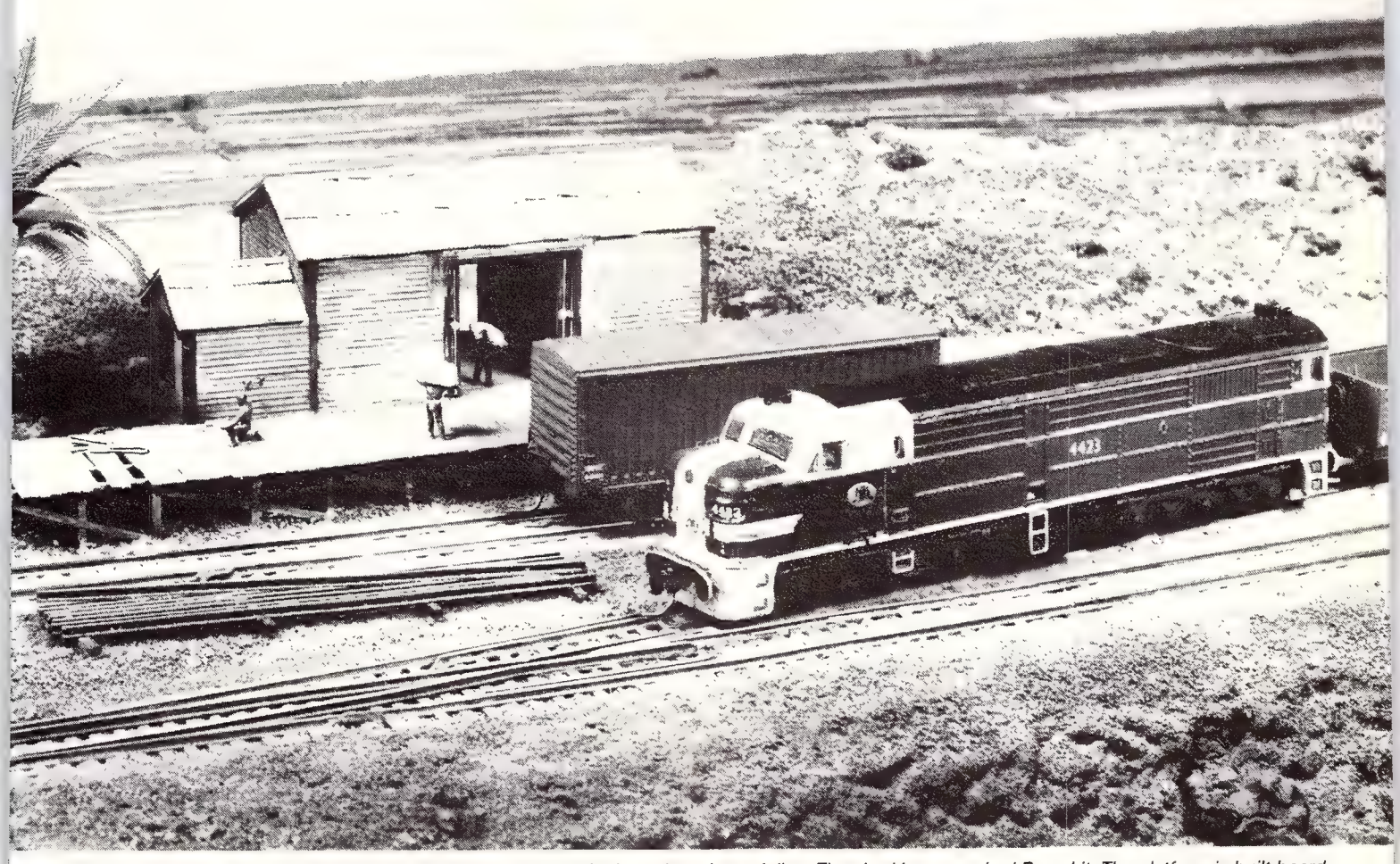
The 44 class diesel locomotive, as used on the railways of New South Wales, was 100 units strong when building ceased. Although the class was built in a number of orders there was only two 'external appearance' styles within the class. The lack of No. 2 end illuminated number boards on locos 4401 to 4460 and the differing methods of displaying the No. 2 end class number being the subject of this exercise.

Top: *4428, as the second unit on a limestone train at Moss Vale in August, 1981. Bob Gallagher photo.*
Above: *4428, No. 2 end leading on a fast goods at Wauchope in November, 1979. Note that the loco number is near the roof line on No. 2 end. Compare with 4452 and 4415 in other photo. Bob Gallagher photo.*
Below Left: *This photo of 4428 illustrates some of the detail that could be added to a model. Bob Gallagher photo.*
Below Right: *This photograph, by Graham Ball, illustrates two locomotives from the early series of the class but with different diaphram plates, 4415 have (the latter) raised centre style that allows better access to the coupler.*

See page eleven for another photo of the 44 class.







4423 has been turned and is leaving Tabunifi for the return up the branch to the mainline. The shed is a reworked Peco kit. The platform is built board-by-board from styrene strip. Trackwork is handlaid code 55 rail.

'N' Scale "44": An Australian Rebuild

Article:
Paul E. Ingraham
Artwork and Photos:
Virginia Wilken

In equipping my N scale Pacific International Railway, I plan to have a roster of representative equipment from each of the countries of the Pacific Basin. This includes Australia, with the New South Wales State Rail Authority as one system to be represented. Inasmuch as NSWSRA has the largest roster of the Alco-designed "World" locomotives anywhere this seemed the logical choice to represent New South Wales in the Pacific International roster.

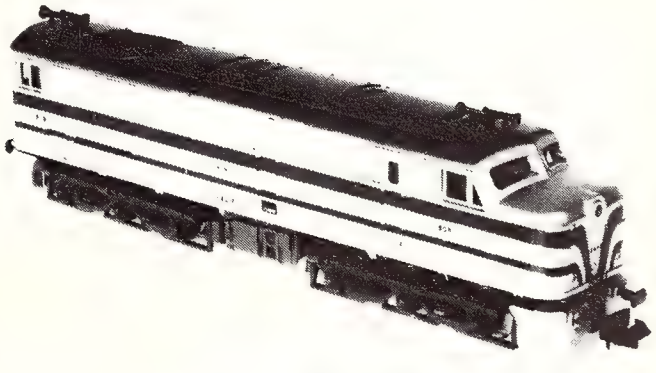
In my search for information I wrote to Bill Kerr of Merrylands, N.S.W. Bill is a member of the Union Central N scale Club in Sydney as well as a fellow member of INTERAIL, the INTERnational RAILway Modellers Society, based in Oakland, California, and a member of the A.M.R.M. editorial team. Bill has very generously supplied literature and colour transparencies without which the modelling of the 44 would have been much more difficult. The article by Graham Ball (Nov/Dec 78 AMRM) and that on the SAR 930 class (Nov/Dec 77) augmented this information, as did a reference list from a now-gone publication called Motive Power International. But the project finally began to move with the introduction of the RENFE 1800 class model by Ibertren and the availability of decals from A.M.R.I. I now had all the ingredients for the 44.

Prototype Information:

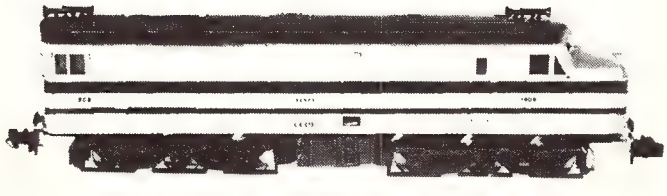
These locomotives comprised a group of 100 diesels designated by Alco as model FD-8 and built to their specification number DL500C by A. E. Goodwin, Alco's Australian licensee. All units use the Alco 251B engine, a 12 cylinder turbocharged 4-stroke packing 1800 horsepower for traction.

The first units had General Electric traction motors while the balance were fitted with electrical equipment from Australian Electrical Industries. The first and last groups have a top speed of 131 km/h (80 mph) while the middle groups are limited to 123 km/h (75 mph).

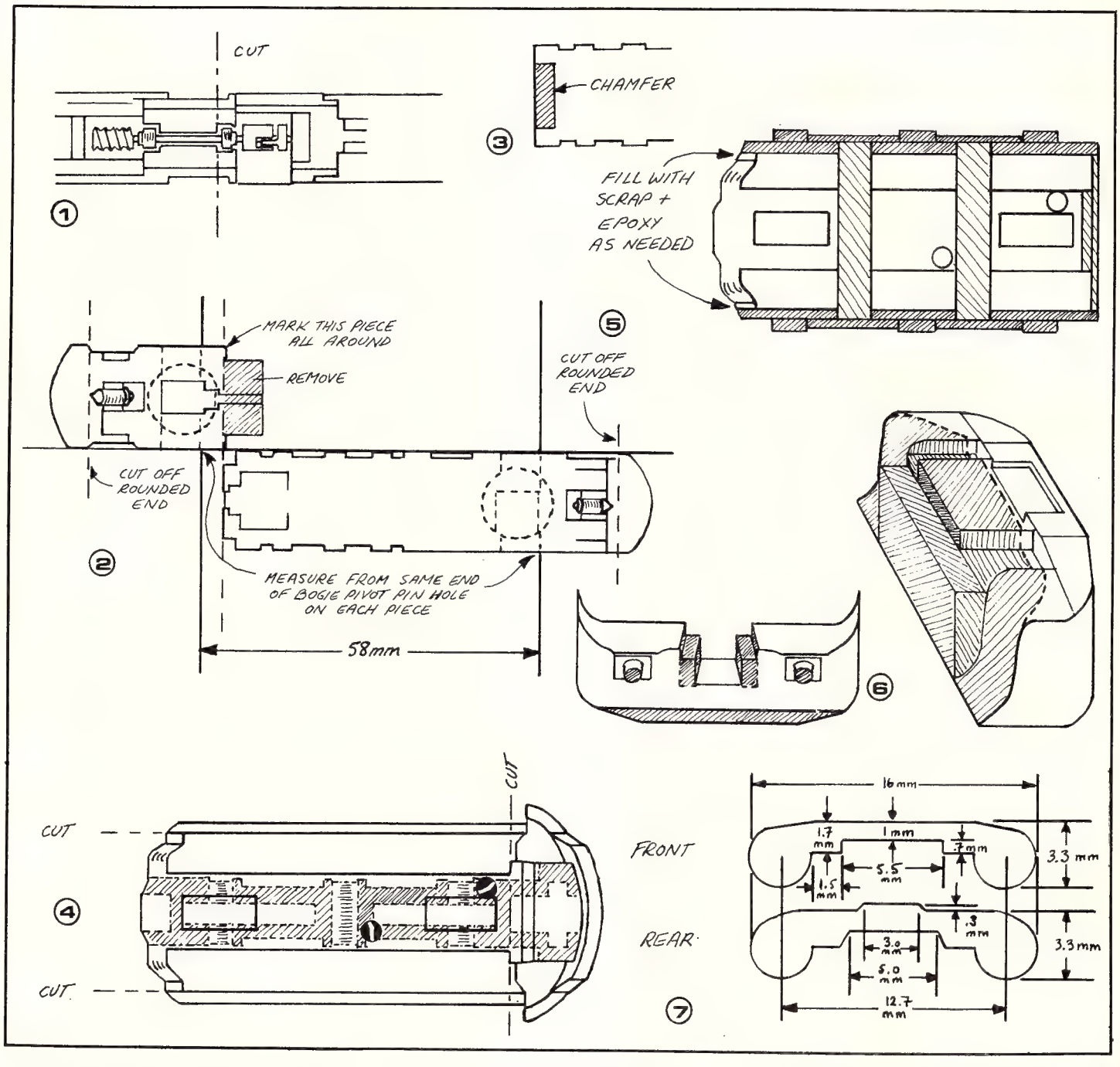
The first ten units, builder's numbers 82807



Front and right of the Ibertren RENFE 1800 class diesel model.



Right side broadside of Ibertren RENFE 1800 class diesel model.



— 82816, were built from July 1957 to April 1958 with the first unit entering service on 8 July 1957. This group carries NSWSRA road numbers 4401 — 4410.

A second batch of thirty units, builder's numbers 82883 — 82912, with road numbers 4411 — 4440, were built from May 1958 to October 1959. These units are somewhat lighter than the first 10 and have axles loadings of only 17.7 tons compared to 18.7 for the first 10 locomotives.

The third order, a group of 20 locomotives with builder's numbers 83731 — 83750 and road numbers 4441 — 4460, arrived between April 1960 and April 1961. These were also light loading units.

The final forty units, builder's numbers G 3421-10 to -40 with road numbers 4461 — 44100, were built from October 1965 to January 1968. This brought the roster to an even 100 units, the most anywhere in the world, though India is a very close second with 99.

Repowering the Model:

Some modellers may find the performance of the Ibertren model acceptable, in which case only body detail changes and repainting need be undertaken. But I was not satisfied with the rather high speed and unreliable pickup and chose to repower my model. This also permits me to run the unit in multiple with several other locomotives.

Chassis:

The ideal unit for repowering the Ibertren model is the Minitrix Nohab Co — Co diesel, catalog number 2019, 2021 or 2023. For the collector of rail esoterica, the rebuild will provide an Australian diesel built under license from American Locomotive Company (since sold to the Canadian Montreal Locomotive Works, in turn bought by Bombardier) built from a Spanish model repowered with a German model of a Swedish export locomotive built under license from General Motors!

Anyway, the chassis provides 4-axle drive and power pickup and excellent speed control. It also has correctly spaced axle centers for the Ibertren bogie sideframes. The wheelbase between bogie centers is 6mm too long, however. The work involved, then, is to shorten the frame and exchange sideframes with the Ibertren model.

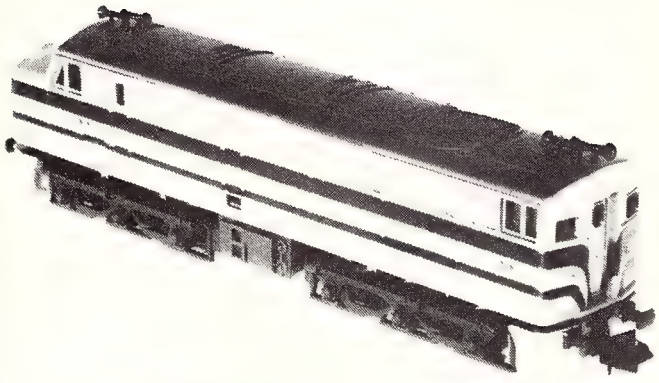
Frame Shortening:

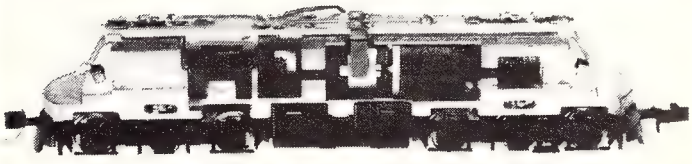
This work can be done with hand tools and requires moderate care but not micrometer precision. Begin by completely disassembling the Minitrix locomotive. Remove all parts from the cast chassis. Note which side of the bogies pick up power from the chassis (side WITHOUT copper wipers behind the wheels) and which way the motor is inserted. Mark these so they are not reversed when reinstalled. The shaft driving the worm to one bogie is a separate piece to which power is transmitted via a slotted bushing. This shaft runs through brass bearings and is held in place by a metal clip. It is from the space under this clip that we will remove the extra 6 mm length.

Clamp the chassis casting upside down in a vise with the clip area hanging past the jaws. With a hacksaw cut entirely through the chassis just inside the bearing support recess nearest the motor as shown in figure 1. The drawing shows the shaft and bearings in place to aid identification. Remove these before cutting.

When cutting, put a piece of paper under the vise to catch the metal bits. We may use them later! Cut as straight as possible.

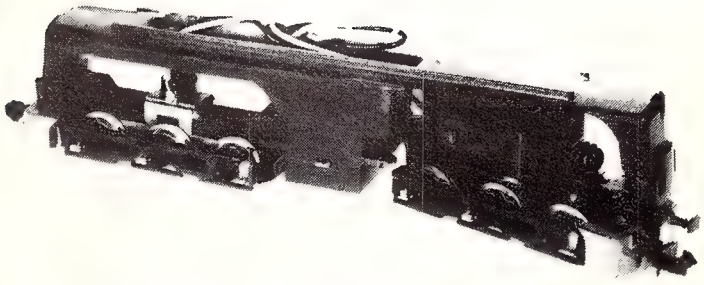
When through, set the larger section on a flat surface right side up and check the end cut for squareness with a machinist's square or drafting triangle. Clean up as required with a flat file. Save the filings and put them with the

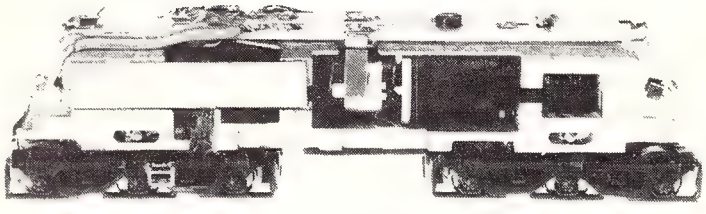




Left and rear of the Ibertren RENFE 1800 class diesel model.

Minitrix 2019 diesel chassis, unaltered. Length is removed from area under clip above rear axle of left hand bogie.





An Ibertren chassis showing the bogie-mounted motor and pickup system.

Shortened Minitrix chassis with rebuilt bogies. Note placement of reinforcing metal plate over joint. Built up styrene bridges on top of printed circuit board.

saw waste.

On a piece of paper draw a baseline at least 120 mm long. Across it draw two perpendiculars spaced 58 mm apart. This is the scale 30' 5" between bogie centers. Refer to figure 2 and proceed as follows:

Set the larger frame piece on the paper along the line so that one end of the bogie pivot pin hole is aligned with one of the perpendiculars. Now slide the other smaller frame piece along beside the first piece until the corresponding end of its bogie pivot pin hole is at the other perpendicular. On the small piece mark the point where the larger piece ends. Carry this mark around to the bottom of the small piece. This will give you the cut off point for the excess length on the end piece. Put the small piece in the vise upside down and cut off along the short side of the line, just leaving the line showing. When cut through, place the piece right side up on a flat surface and square up as needed.

Now cut off the rounded ends of each piece. This will permit the pilots to be mounted to the body as in the prototype. Make the cuts leaving a lip of 1.5 to 2 mm in front of the light wells at each end.

In the shortening procedure the recess that clears the bogie gear nearest the center on the large piece was removed. Therefore, a new recess must be made. Clamp the large piece upside down in the vise again with the cut off end extended past the jaws. With the edge of a flat file, make a 45° chamfer 2.5 mm deep in each plane and 10 mm long as shown in figure 3.

Reassembly:

If you've done an absolutely precise job of squaring up both pieces you can use alphacyanoacrylate cement (ACC) (superglue) for initial assembly. But if you have any irregular spaces at the joint, mix up a small batch of epoxy (Araldite). Into the mixed epoxy stir saw and file waste equal in volume to the glue. This will give you a metal filled epoxy which will be much stronger than the plain epoxy glue. Now place both pieces of the chassis upside down in the vise with the ridge above the bogie pivot pin holes resting on the top of the jaws. This presumes your vise has smooth and level jaws! Put a coating of epoxy — or drop of ACC — on one mating surface and slide it into contact with the other piece. Tighten the vise to clamp the pieces firmly, being very careful that neither piece slips vertically. This will give you perfect vertical and lateral alignment of the pieces. Wipe off any excess glue that was forced out of the join and allow the glue to set completely before moving.

Carefully remove the chassis from the vise. At this point it is still subject to breakage as only a small area is supporting the join. Hold onto BOTH pieces when lifting.

Cut two pieces of .5 mm metal sheet — brass, aluminium or steel will work — 6 mm wide by 31 mm long. Clean up both sides of the frame casting above the join and one side of each metal piece with fine sandpaper or steel wool to remove oxidation. Be sure the pieces are perfectly flat and have no burrs or other irregularities on the cleaned surfaces. Using ACC, glue one piece of metal to each side of the frame across the gaps and resting on the ridge. This can be reinforced with epoxy around the edges of the metal sheet both inside and out.

Several other parts must be altered to fit the shortened chassis. The drive shaft can be shortened by pulling off the plastic bushing and cutting off 6 mm from the end of the shaft with a cutting wheel in a hand mototool. This is hardened steel so don't try just nipping it off with diagonal cutters. You'll only ruin the cutting edges and possibly bend the shaft as well. Remove any burrs with a file and reinstall the plastic bushing.

The retaining clip can be cut back by removing the clips at one end and cutting across the top to leave a piece 6 mm long overall.

The contact plate upon which the bogie power contacts ride must also be shortened. This is printed circuit board and can be scored and snapped off. Shorten it to 16 mm length. All the length can come from one end and the wire relocated as necessary to prevent fouling the bogie wiper contact and bending it.

The upper printed circuit board must also be shortened. The place to do this is just behind the lighting diode at the end opposite the hold down screw — the same end where the chassis was shortened. Remove 6 mm from this area. When reinstalling, solder a wire across the gap to reconnect the lighting circuit. A wire bridge may also be needed across the join in the frame casting to insure good conductivity. Build up styrene bridges over the diodes at each end to a height of 2.5 mm. These will support the roof of the body shell at the correct height.

Now reassemble the chassis and test run it. Be sure to try it through curves in both directions to be certain there is no binding in the bogie pivots or snags in the contact wipers. Be sure everything works properly before proceeding. That way you'll be able to pinpoint problems more easily with fewer variables being introduced.

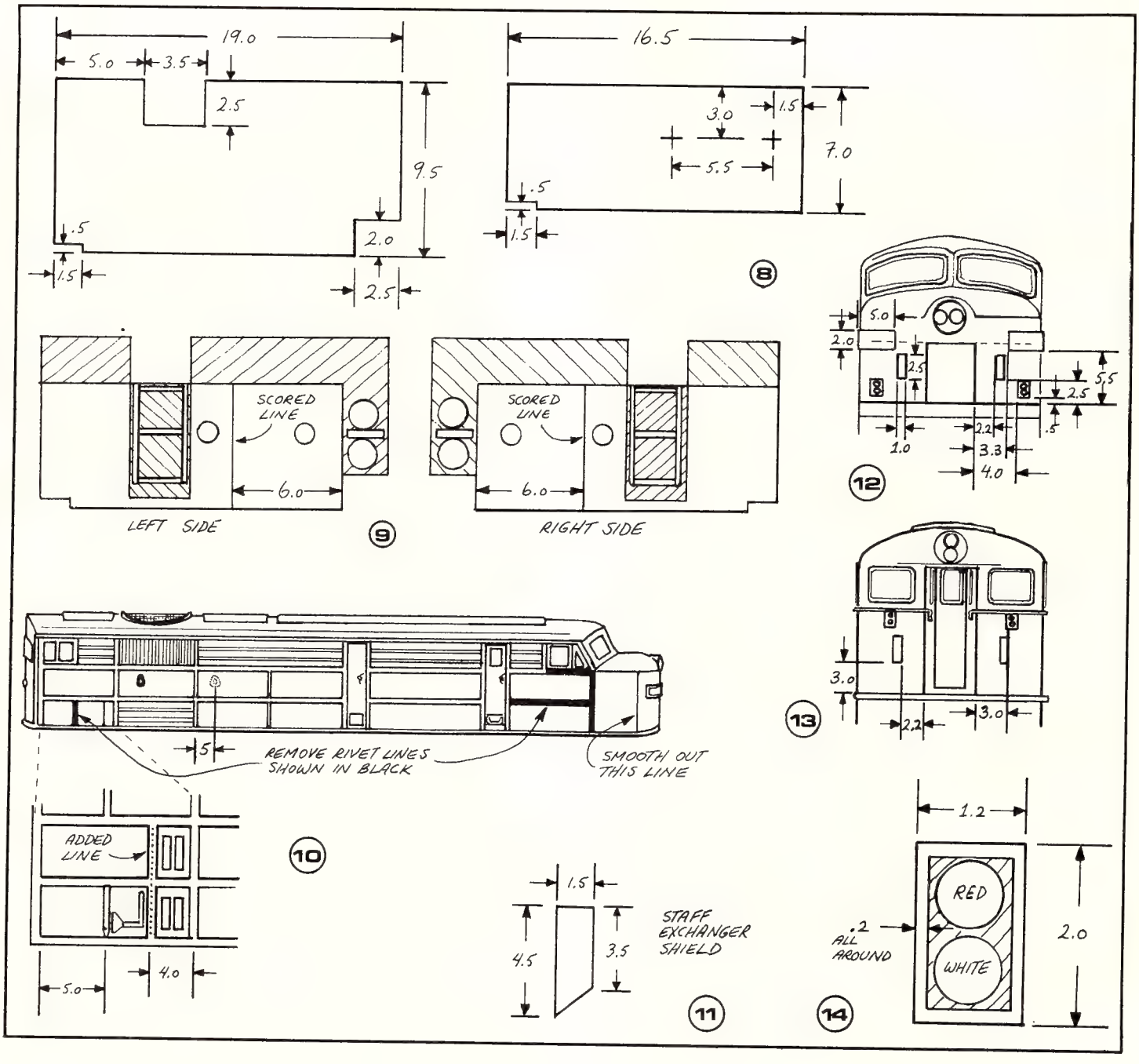
Bogies:

The bogie sideframes from the Ibertren model will fit the Minitrix bogie axle spacing almost precisely. After removing the Ibertren frames from their bogies, cut off the sideframes just behind the brake hangers at each end. On the Minitrix bogies, after removing the wheels, contacts and gears, reinstall the plastic sideframe/retainer piece. The changes to be made will remove the pilot which is also the front retaining clip. Therefore, a new method for holding the retainer in place must be provided. The easiest is to drill and tap from the bottom for small flat head screws. Carefully drill through the plastic piece and just into the metal bogie frame at the locations shown in figure 4. Use the tap drill for either a 1 mm or 00-90 screw — no larger. Screws 3 or 4 mm in length are adequate for the job.

The cross-hatched areas (Fig.4) show the outline of the metal bogie frame. Be certain the holes are drilled into the metal and do not protrude into either the gear or axle slots. When all the screw locations have been marked, remove the plastic piece from the bogie and drill the holes in the metal pieces. The holes toward the ends can go clear through, but the hole near the center axle should be drilled only about 7 — 8 mm deep. This will allow the tap to thread to an adequate depth. Now tap the holes.

Drill clearance holes through the plastic piece and countersink for flat head screws. Reinstall the bogie frames and screw in place. Don't overtighten the screws or you could twist their heads off or crack the plastic. If either should happen, simply drill a new hole in the other side of the bogie frame. Now cut off the pilot and coupler pocket from the Minitrix bogie with a saw or cutting wheel. Separate the sideframes at the rear by cutting through the plastic support piece flush with the inside of the brake shoe as indicated in figure 4.

Cut four pieces of .25 mm (.010") styrene strip to 2.5 mm wide by 20 mm long. Glue these across the underside of the Ibertren



bogie sideframes into the spaces under the springs, as shown in figure 5 by the lighter cross-hatching.

Be sure they are square to the frames. Set the ends of the spreaders flush with the ends of the brake hanger rods on the Ibertren bogie frames — about .25 mm inset from the outside of the drop equalizer faces. Cut several scrap pieces of 2.5mm² styrene and fit these between the spreader pieces and the round protrusions inside each sideframe piece to help stiffen them and provide reinforcement.

Cut a piece of .5 mm (.020") styrene to 3 mm wide by 13 mm long and fit between the brake hangers in the end where the coupling was cut off.

Position this whole assembly onto the Minitrix bogie from the bottom and glue the spreaders to the plastic axle retainer piece being careful to align the center axle with the journal on the sideframe and to center the crosspieces laterally. A small spacer piece of plastic may now be inserted between the plastic end spacer and the end of the retainer piece. Fill and epoxy the cross supports at the inner ends of each bogie to the sideframes behind the brake shoes.

When the glue has set, the screws can be removed and the whole axle retainer/sideframe assembly lifted off. Replace the contacts, gears and wheels, reassemble the bogies to the chassis and test run the loco again.

This is a good time to check the wheel gauge with the Kadee 1055 gauge. Spacing of the sideframes has been calculated to allow the slight widening usually required.

When all is well, your work on the chassis is complete. A little touch up of the new work with Floquil Grimy Black will make it inconspicuous.

It would seem a good idea for Australian N scalers to become conversant with this chassis as it is most useful under many diesels such as NSW 44, 42 and related classes, CR/ANR/VR GMs and VR "B" class diesels and SAR 930s, among others — some requiring no change in length.

Body:

The Ibertren body is basically correct for the 44, even though not spot-on scale length. NSW details are easily added without structural changes to the shell. Let's work from the bottom up.

Pilots:

The front and rear pilots from the Ibertren diesel can be mounted to the body shell. But first several details should be added. Depending on which series 44 you are modeling you'll need to cut one or two steps into the sides of each pilot. The Spanish plastic is slightly rubbery and working it requires careful techniques. Drill holes just smaller than the step width through the pilots and file the openings square with a jeweller's file. Be careful that the plastic does not pull your tools and be sure to clean the file teeth from time to time as I found the soft plastic tends to gum them up.

If you use Kadee couplers, this is the time to install them. I found it easiest to use the box and coupler cut from a freight car bogie for the front and the short box and bracket from the 1017 or 1018 passenger car bogie for the rear. The new 1027 short coupler box would probably be ideal for both applications.

First cut back the areas of the pilots indicated in figure 6 to provide clearance for the bogies to pivot.

In doing this the coupler pocket will be destroyed, which is why a conversion set cannot be used. Cut an opening down from the top of each pilot wide enough to accommodate the coupler box. On the front pilot the top of the box should come .5 mm (.020") below the top surface of the pilot. The top of the rear box should come 1.5 mm (.060") below the top of

the rear pilot. Let each draft gear box protrude about 1.7 mm forward from the pilot face. Once positioned, fill in around each coupler box with epoxy being EXTREMELY CAREFUL not to get any glue into the working parts of the couplers! When the glue has set cut filler pieces to cover the tops of the coupler boxes. On the front pilot cut a piece of .25 mm (.010") styrene to the contour of the top of the entire pilot and glue in place with liquid plastic cement. Now cut off the buffers just behind the heads, even with the front of the coupler boxes.

File the bottom of the front pilot flat as shown in figure 6 and then retaper each side laterally from that surface. This is because the Minitrix chassis allows the loco to sit lower to the rails and the pilot would foul were it not thinned down by this amount.

Shape buffing plates from sheet styrene. The shape will vary depending upon the particular loco being modelled. The ones shown are based on photos of 4423 and are cut to the dimensions shown in figure 7.

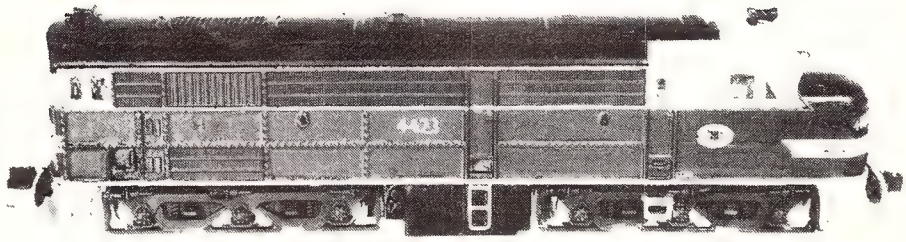
Glue these onto the buffer stems with the center cut out just resting on the top of the draft gear box. Set the completed pilots aside. These will be attached after painting has been completed.

Fuel Tanks:

The fuel tank sides and ladders are built up from styrene sheet and strip with bits of wire for details. In order to fit the space and provide clearance behind the tanks for the bogie contact wipers, the tank sides are in low relief and shorter than the prototype. Detail shown is minimized as these pieces are handled when removing the body shell. They are designed to provide a snap-on attachment to hold the body to the Minitrix chassis. From .25 mm (.010") styrene shape two pieces to each of the patterns shown in figure 8. Also cut two rectangular pieces 6.5 mm by 3.5 mm.

Glue these pieces together in layers, one set being the mirror image of the other, as shown in figure 9.

Cut four pieces of 1.5 mm diameter wire 1.5 mm long and file the ends flat. Cut two pieces of .25 mm (.010") styrene 2 mm by 1 mm. Glue two pieces of wire and one styrene piece on edge to each tank side assembly, as shown. Cut some very thin strips (.5 mm) from .25 mm (.010") styrene to form ladder sides and rungs. Four pieces 6 mm long and six pieces just over 2 mm long are needed. Glue these onto each small rectangular section on the tank sides to build up the ladders. Flat brass wire could also be used for this work. Let all the glue set completely and then round the bottom corners of the ladders with a jeweller's file. Lightly score a line on each tank side assembly using the back of a knife blade. Set these assemblies aside until painting is completed.



Right side view of completed class 44 model.

Body Shell:

Strip off the paint by soaking the shell in automotive brake fluid for a half hour or so and then scrubbing with an old toothbrush. Several applications may be necessary for very stubborn paint, but getting down to the base plastic will assure good gluing and a better finish. Wash the body in mild soap and water, blot dry, and rinse briefly in denatured alcohol to remove the soap scum.

First remove the unwanted detail. See figure 10.

With a knife carefully carve away the rivet lines under the front cab windows. Only the sections under the short grille and along the lower edge of the body remain in this area. Also remove the vertical rivet line in the lower rear body panel on both sides. The rear fuel filler must be removed and the hole filled with plastic body putty or epoxy.

Carefully remove the horns from the roof (they will be reused) and fill the holes. With a file remove all the small marker lights, front and rear, and the number board outlines and protruding ring around the headlight on the nose. Smooth out the vertical molding lines at each corner.

The rear staff exchanger recess on the right side must be moved slightly rearward. Deepen the area where the short rivet line was removed to leave a 5 mm panel between the rear rivet line and the exchanger recess. Fill the front 2 mm of the pocket with a strip of styrene flush to the body surface.

Now, cut a space through the horizontal rivet line for the vertical rivet line to be added. This is located 4 mm, center to center, behind the large radiator grill rear rivet line as indicated in figure 10.

The 44s have a group of four small grilles located near the rear of each side in the lower two body panels. Cut four small pieces .5 mm by 2.5 mm to represent these grilles and glue in place.

Make two staff exchanger shields from strips of thin styrene or card to the dimensions shown in figure 11. Install these with the slant at the bottom, short edge inwards, in the front of the left side staff exchanger recess and the rear of the right side recess. Cut a small right triangle of styrene 1.5 mm on the legs and glue it into the upper left corner of the left side forward staff exchanger recess. The exchanger mechanism itself can be made from scraps of styrene and wire. The exact design will depend on the engine and period modelled and prototype photos should be consulted for details. New rear fuel fillers should be drilled in the centre panels 5 mm forward of the large grilles. Use a 1 mm drill and drill the larger lower section of each hole first. Then carve away the upper portion with the point of a new sharp knife. If you drill completely through the body the work will be easier. Simply glue a small piece of styrene over the inside of the hole when finished.

Nose Details:

Location and dimensions of nose detail is shown in figure 12.

New nose number boards can be drilled through with a 1.5 mm (1/16") drill and finished with a file. They need to be located higher on the nose than were the Ibertren ones (though that location is correct for the SAR 930 class). On the 44s the boards are vertically centred with the top of the nose door.

Cut in the MU connection recesses as indicated. Drill through and finish with a file. Back the holes with sheet styrene scraps.

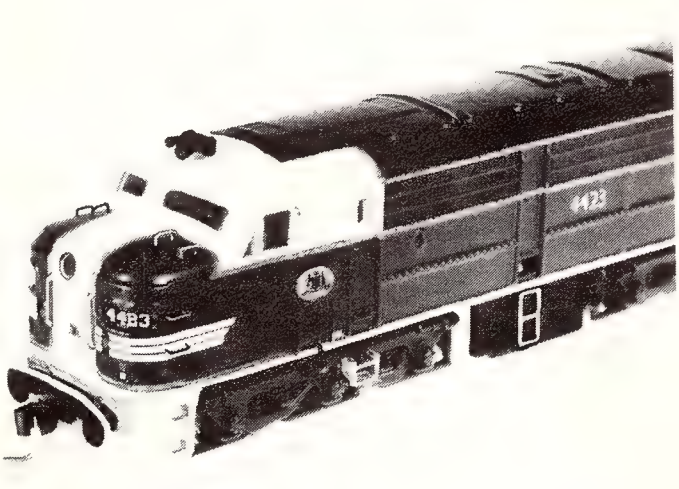
Drill out the headlight to 2 mm (5/64") diameter.

No. 2 (rear) End Details:

These are shown in figure 13.

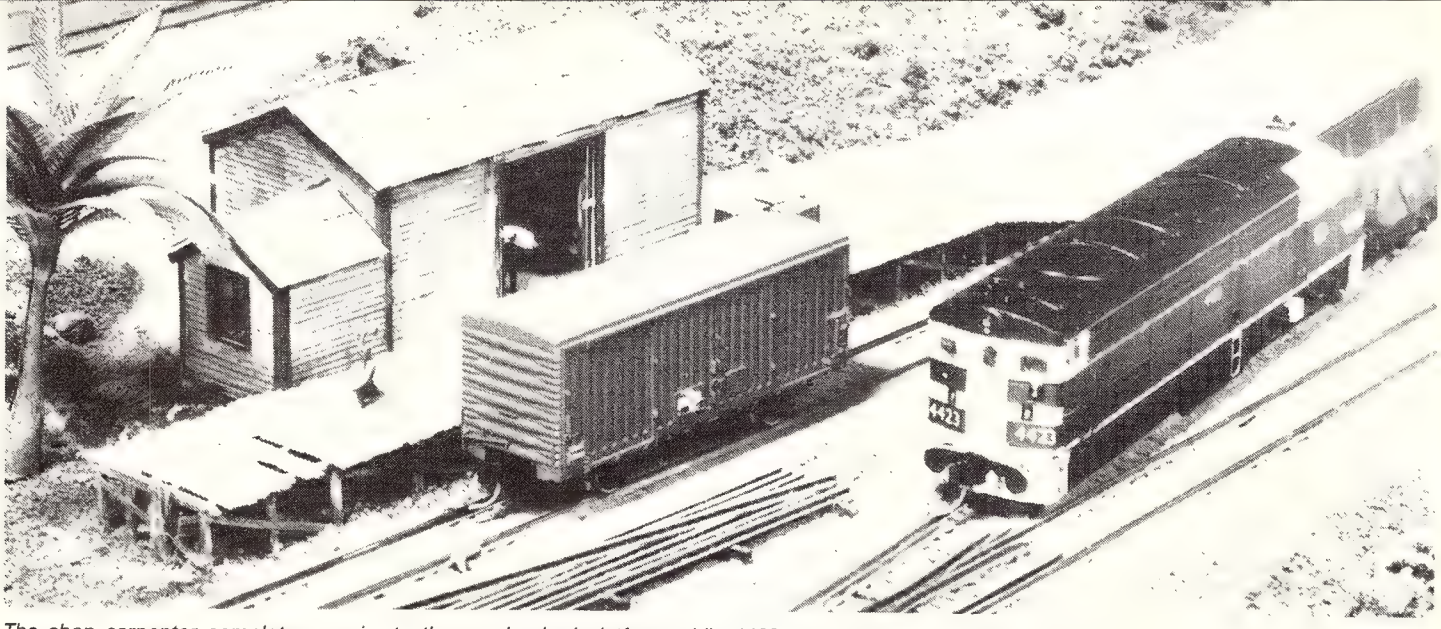
Cut in the MU recesses as on the nose. Cut a 3.5 mm circle of thin styrene or card and glue in place above the door for the headlight mounting. From .25 mm (.010") styrene cut a piece 1 mm by 2.5 mm and round the ends. Nick in a notch in the center of each side. Glue this piece vertically on top of the circle. When the glue has set completely, drill two .5 mm holes, one above the other, for the headlights. Drill these just through the styrene, but not clear through the body.

Trim four pieces of .5 mm diameter wire to 1 mm long. With a file make a 30° slant on one



Front left side: note handrail locations. Step on bogie is taken from Bachmann F9 shell. It could be built from styrene strip pieces.

View of No. 2 end. Note handrails on roof and side.



The shop carpenter completes repairs to the goods shed platform while 4423 rearranges the train after dropping off the box van for unloading. American modellers unfamiliar with the "World" locomotive take a second look when they see the second cab.

end. This is best done while the piece is still on the wire stock. Cut off the piece with flush cutting nippers or a cutting wheel and touch up with a file. Glue one piece into each MU recess, front and rear, with the slant facing outwards and upwards.

The new markers can now be installed. For the older style single round lights simply drill holes in the appropriate locations. The newer double light rectangular version can be made from styrene or card pieces cut to size and layered. See figure 14.

Rear number boards, found on later series 44s, may be similarly constructed.

Beading:

The beading around the number boards and fuel fillers and the rivet heads on the added strip can be made from plastic body putty. Lay out a small amount of putty on scrap styrene and work it around with a toothpick or pin until it is a paste. Then apply it around the areas required, shaping it with the pin as precisely as possible. Let it set up completely hard. It can then be carefully carved, filed or refilled as required.

Horns:

The Ibertren horns can be reused. Cut off their mounting pins. Cut two of the horns to 2.5 mm long and the other two to 3.5 mm, measuring from the bell back. Cut two pieces of styrene 1.5 mm by 4.5 mm and glue one horn of each length, side by side and facing the same direction, onto each styrene piece. To model the 5-horn cluster on the early 44s, the Detail Associates 3-chime horn sets can be "kitbashed" and then glued in place.

Handrails:

This is one touch that really adds a lot to the model. These are formed from .004" stainless steel wire. Steel holds its shape better than copper or brass and is therefore preferred for this work. A #80 drill is used to make the holes clear through the body shell. The wire is held in position with tweezers while ACC is applied from inside the body. There are 20 handrails to shape and install, but the work is not difficult: It just takes a little time and patience. The most important thing is to be sure the rails are mounted straight and level. The photos show the locations.

Dual Headlight:

The double front headlights can be simulated by drilling two holes of .5 mm diameter as close together as possible — but not breaking the space between them — in a piece of .25 mm (.010") styrene. Then cut out a rectangle around them as close as possible. After painting the locomotive, the piece is glued inside the nose behind the headlight opening.

Painting and Lettering:

It's a good idea to first coat all assemblies with a protective barrier. Floquil RR 19 is ideal for this. For evenness of colour, I recommend priming all surfaces with light grey. Be sure your primer is compatible with the paint you plan to use for the finish coat. If you're mixing brands, this is especially important. Run a check on some scrap if you've any doubt.

Body:

Mask first for the yellow areas of the nose, roof and rear cab. Humbrol Signal Yellow is a perfect match for the A.M.R.I. decals. Airbrushing gives the smoothest finish, though the Humbrol paints flow well from a good brush. For the Indian Red I mixed 5 parts Floquil Tuscan with 1 part Floquil Caboose Red. I've found that a slightly-lighter-than-prototype shade looks more real on small models. This is especially true of darker colours which tend to merge into black when in close proximity.

Be sure the yellow has dried completely. A week's wait is not too long! Mask the yellow and spray the red. After a further wait, mask this and spray the roof and upper panel of the rear cab with flat black.

Small Assemblies and Details:

These can be hand painted using a 0000 sable brush. The red body stripes are Floquil Caboose Red, as are the MU connector faces and the upper of the paired marker lights at each end.

The fuel tank sides are black with the ladder picked out in silver. Horns and mountings are also black.

The pilots are silver with the buffing plates black. The edges of the plates are yellow. Be careful to keep all paint out of the Kadee couplers! Before decaling, it's best to give the whole body a coat of gloss clear finish. This will allow the decal film to adhere without "silvering". When trimming the decals cut as close to the design as possible. Note on the nose stripes that the end of the lower stripe should be cut straight while the upper two stripe ends are slanted. Also cut a slot between the two lower stripes where they will fit over the handrails on the nose. See the photos for positioning the decals. Apply decal solvent as required. When the decals have set completely, wipe off excess glue, dry, and overspray the whole body with flat finish.

Coat of Arms:

The New South Wales Coats of Arms on the cab sides and the nose door were made photographically by shooting at a distance where the emblem would be the finished size on the transparency film. That technique is useful in all scales for signs! The transparencies were then cut out and filed to shape and the back painted white. They were applied to the model with ACC.

Final Assembly:

After all painting and decaling is finished the small assemblies are added. Scrape away paint under the ends of the body shell where the pilots will join to it and from the tops of the pilots. Glue the pilots in place with liquid plastic cement. Similarly scrape and glue the fuel tank assemblies to the body. Line up the ladders with the centre doors and overlap the base piece of the assemblies inside the body shell. Use liquid plastic cement and get BOTH surfaces wet. Slide the tank sides back and forth a bit to assure a good bond. This one will need to be strong to counteract the forces of spreading the sides when removing the body shell.

Glue the horns to the roof with ACC and reinforce the joint of the support piece and the roof with epoxy.

Glue the headlight piece inside the nose.

I added Micro-Scale "Kristal-Kleer" to all the window openings, the number boards and the headlights. After it had set the number boards were painted black and then gloss coated. Numbers from a Micro-Scale set were used for the engine numbers. These were then given several more coats of gloss finish carefully and selectively applied to build up the shape and thickness of the boards.

The biggest problem I found with this project is that I've gotten hooked on Australian modelling. There is something of American as well as British and Continental flavour in it, together with lots of local colour in each of the various systems which make it unique. I've now got projects lined up for representative locos from each system. There will also be a couple of Australian prototype Interail modules in the not-too-distant future! I just hope my correspondents in New South Wales and South Australia will continue to tolerate my ceaseless queries. Of course, I look forward eagerly to each issue of A.M.R.M. for further ideas.

This sort of "cross-cultural modelling" has added a new perspective to the hobby for me. Modeling Australian is certainly broadening my horizons! Some day I'll have to come down and have a look first hand!

AMRM NEWS

If all plans and rumours come to fruition, 1982 will no doubt be the year of the brass locomotive for HO scale Australian prototype modellers, for counting at present indicates that a total of 9 locomotives could arrive in the first eight months of the year. The pleasing aspect is that the three popular systems share the intended models. The number of locos rises to when consideration is taken into the fact that some of the intended models suit more than one system.

Planned (or rumoured) releases include Z13, D53, 45 class, 48 class, C35 (all NSWR), the 'K', 'R' and 'N' classes (of the V.R.) and the '750', '830' and '600' class locos (of the SAR) as well as the rumoured 'RX' class (SAR).

Brass Models

As outlined above brass models from Japan and Korea will soon flood the market, and along with the influx of models is a few new importers, as detailed below.

Before the end of 1981 (and probably before this issue is published) Mansfield Hobbies expect the streamlined C38 to arrive, and as long as the production run is up to the standard of the pilot model, which was painted up as a 'grey ghost' and run on 'Mit. Wilson' at the Sydney Model Railway Exhibition, all participating modellers will receive a very well detailed model. The next expected model from Korea via Mansfields will be the NSW 45 class and, hopefully, some models of the SAR 600 class, which will save the South Australian enthusiasts from modifying the 45 class. Regretfully Mansfields have advised that the projected model of a NSW '400' class railmotor has been shelved: the price would be higher than expected.

As mentioned in last issue, Model Dockyard are releasing, to order only, a run of the very popular V.R. 'R' class. The original run of this model, ten years or so ago, has the reputation of being possibly the best brass model to come to Australia, so another well detailed model can be expected.

Bergs Hobbies, despite the influx of new suppliers, seems to continue to be the mecca for brass models. Available at present is the Z19 (reviewed last issue) and on the water is the 'FS' and 'BS' passenger coaches (the pilots of which have been on display since early October). Coming early in 1982 is the run of the C35, the production run of which was fully subscribed a few months ago, a second run of the 48 class, this time a second series (production) version is planned, which makes the model a closer representation of the South Australian 'Mustard Pot' 830 class. Following or about the same time will be the D53 (with Wampu) tender and still projected for late 1982 is the popular D55 class. Bergs still propose to re-release some of the brass models that have proven popular over the years.

Trax Model Products are joining the brass model supplies field and their first model will be the Z13 class tank engine, which is expected early in 1982 and will be available at a few model shops. Trax plans to release the Z12 class HO scale loco model in 1983.

Another newcomer to the brass model scene is Broad Gauge Models who expect a model of the popular V.R. 'K' class to arrive in the early months of 1982.

Also to the Victorian Railway scene will be a model of the 'N' class 2-8-2 which is being imported by the Australian Locomotive Company. This locomotive also ran in South Australia as the '750' class, so it suits two markets.

This list is extensive, and modellers from the three popular systems are being catered for. Often in the past, modellers have decried the lack of interest by brass loco suppliers to the Victoria and South Australian market. Well, at last the day is coming where modellers will be asked to put their money where their mouth is.

This sudden interest by regular and new suppliers of brass models is very encouraging for the future of Australian prototype modelling. We at AMRM trust that the individual organisations will receive the support from the modelling public, so that the influx of models (of all systems) will be a regular feature.

Thank you, Doug

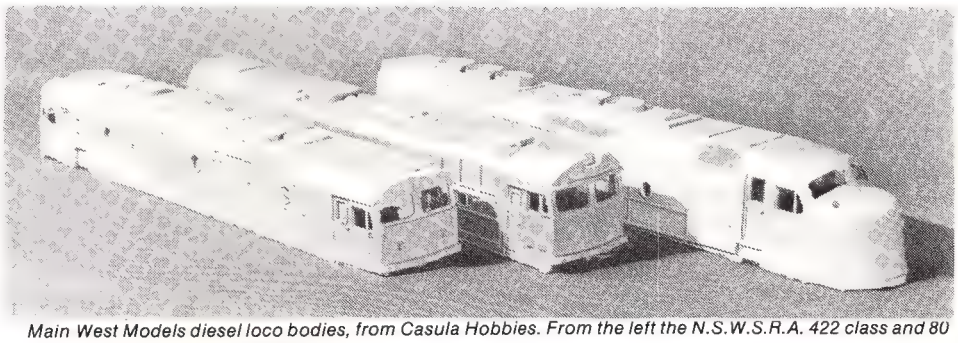
As reported elsewhere in this issue Doug Bocking, the genius behind the Workshop Five brand of N.S.W. HO scale models, passed away in the United Kingdom in mid August 1981.

During his rather short stay in Australia Doug Bocking, with his high detailed opoxy kits, made such an impact in the New South Wales (HO scale) modelling scene that his influence will remain with us for many years to come. The Workshop Five brand of models came onto the local scene when production of local outline models was practically dead. The standard of the detail and accuracy was so high that the kits became an instant success, and demand was so great that the Bockings could not maintain supply. The fact that kits new on the market today are evaluated against Doug Bocking's work before anything else is just a small indication of how high a standing NSWGR modelling enthusiasts place Doug.

When in Australia Doug and his lovely wife Gill, become close friends with many modellers in Sydney, especially the boys and girls of the North Shore Model Railway Association, not to mention the staff of this magazine.

The suddeness and shock of Doug's death has moved the many friends and acquaintances of the Bockings in Australia, and on behalf of all groups and individuals, this magazine extends to Gill and Paul Bocking sincere condolences.

Thank you Doug, we will remember you!



Main West Models diesel loco bodies, from Casula Hobbies. From the left the N.S.W.S.R.A. 422 class and 80 class and the A.N.R. 'CL' class.

Reader Survey

Contrary to our report in last issue the response to the readers survey has been tremendous, and if space provides the report will be included in this issue.

Colour Again

The January/February 1982 issue will see colour again for the third time. Articles featuring in the colour spread will include the NSW '40' class locos, the advertising on V.R. vans, a revisit to Bylong and a special feature where Kev Loughead will describe how to weather corrugated iron. The ensure your copy, place your order now with your retailer.

Plastic Kits

Last issue readers were invited to send in letters discussing the pros and cons of the plastic kits presently available on the local market. While some response has been received it nowhere near represents either of the two attitudes that readers have expressed to AMRM staff members or shop-keepers during conversations.

The aim of the exercise is to get the modellers who consider themselves as 'average' modellers to express their viewpoint, whether it be for or against the present standard of the kits. For the modellers who claim the expectation expressed by this magazine is either too harsh or too soft, here is your opportunity to voice your opinion.

Through-Running

The amalgamation of the Commonwealth, South Australian and Tasmanian railway systems to form Australian National Railways was a most significant change to Australian railway operations. It could be said that this amalgamation was to herald the gradual elimination of the former intersystem changeover points where more suitable arrangements could be made for through passenger and freight traffic.

With the use of diesel locomotives and the growth of intersystem traffic, changing locomotives at State borders has become outmoded and it is pleasing to hear that regular through working of locomotives between the New South Wales, South Australian and Victorian systems is proposed. Commonwealth Railways/Australian National Railways locomotives have worked on the New South Wales, Victorian and Western Australian systems at various times in recent years but the proposed regular through working of locomotives between systems is a much more significant step.

Details are still sketchy at the moment but from early 1982, it is expected that Victorian broad gauge diesels will become a regular sight in Adelaide, S.R.A. standard gauge units should appear in Melbourne and A.N. diesels in New South Wales.

There is no doubt that this must make railway operations more interesting to the observer and the modelling potential is considerable. What is now modeller's licence may well become a reality!

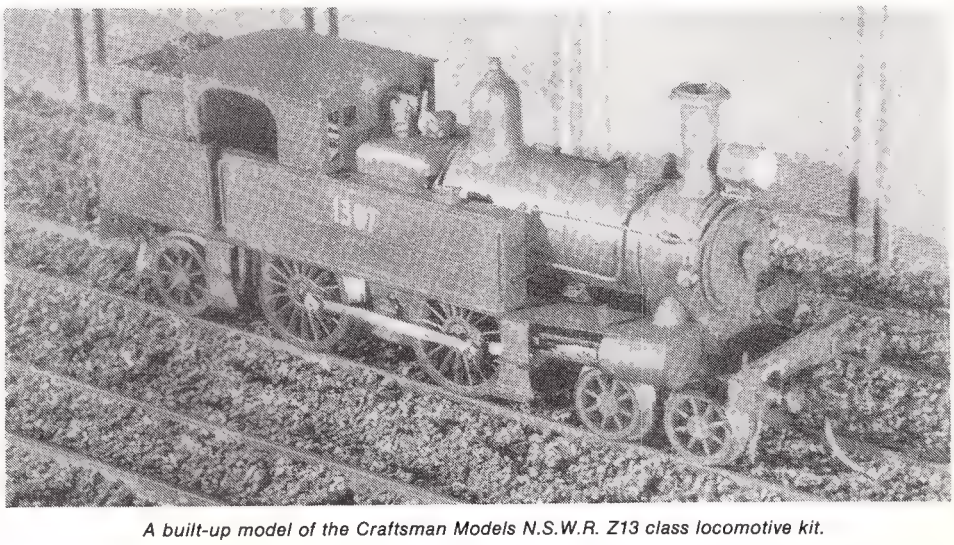
Reviews . . . more information.

Sometimes, after a product has been reviewed and either published or in the final stages of production where alterations are not possible, it is found that certain aspects or comments within the review do not apply to all models, the fault (for want of a better word) being restricted to a few models only.

Also, sometimes a new idea for improving the product is brought to notice, but too late to be included. This has happened in recent times so following are a couple of corrections.

Rails North 'BLV/BLX' kit (reviewed Sept/Oct '81). One of the faults found with this kit was that some of the detail (on the sample inspected) was not 'vertical and square'. Further inspection of other such kits has shown that this was an isolated case.

Continued on page 50.



A built-up model of the Craftsman Models N.S.W.R. Z13 class locomotive kit.

The B Class Wagons of the T.G.R.

Plan by A. Parnell
Text by Michael Dix

The B class wagons of the former Tasmanian Government Railways comprised a group of fifteen wooden-bodied, short-wheelbase four wheel wagons intermediate in size between the A class (AMRM, Jan./Feb., 1975) and C class (AMRM, July/August; 1981) wagons. The B class wagons were built in 1885 as part of a large order of rolling stock acquired for the new Government-owned Fingal, Derwent Valley, Scottsdale and Oatlands lines, and the belatedly completed Deloraine and Mersey Tramway. The wagons were constructed in Tasmania from imported components.

All wagons were built with steel underframes. Six wagons were later fitted with vacuum brake cylinders and brake gear, while the others were fitted only with a continuous train pipe and hand operated brakes (Table 1). Six wagons were still on register when all remaining short wheelbase four wheel wagons were written off on 11 October 1978, with one wagon being written off three months earlier; at least four of these were stored in derelict condition (B7, B9) or had been recently scrapped (B3, B8). Five wagons were still in existence in early 1980; B1 and B12 were stored in Hobart Lower Yard, B7 at Derwent Park, B6 at Launceston and B9 at Rocherlea.

TABLE 1 — DETAILS OF B CLASS WAGONS

Wagon No.	Brakes	Written off	Wagon No.	Brakes	Written off
Bl	Cylindered	11/10/78	B9	Cylindered	22/7/78
B2	Piped	19/2/71	B10	Cylindered	6/6/69
B3	Cylindered	11/10/78	B11	Piped	1/6/65
B4	Piped	7/5/71	B12	Cylindered	11/10/78
B5	Piped	23/3/72	B13	Piped	4/4/74
B6	Piped	11/10/78	B14	Piped	9/10/69
B7	Cylindered	11/10/78	B15	Cylindered	16/2/72
B8	Piped	11/10/78			

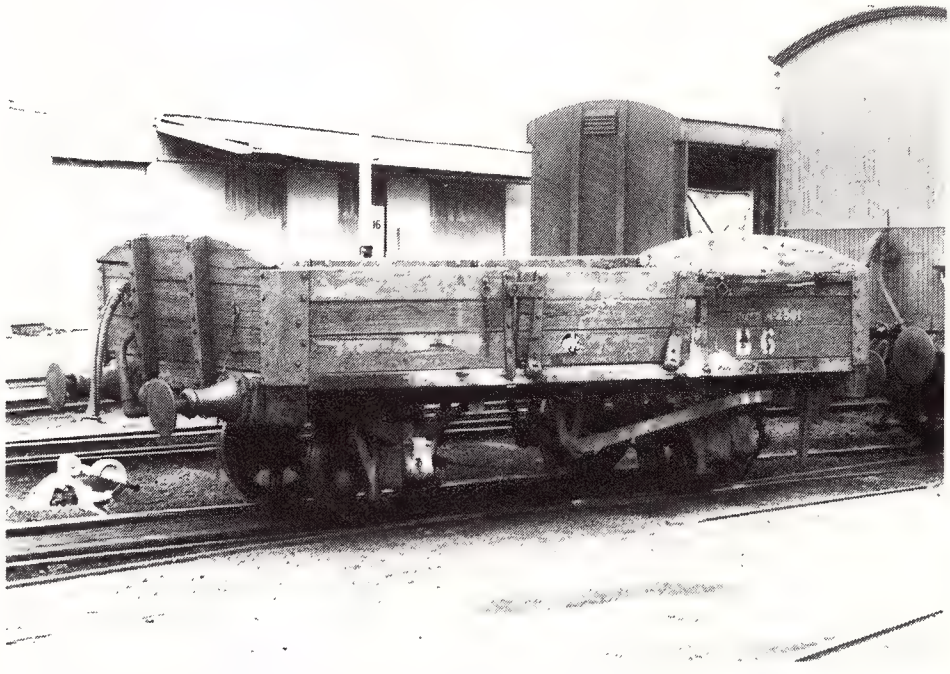
All wagons constructed in 1885 on steel underframes.

Variations and Modifications

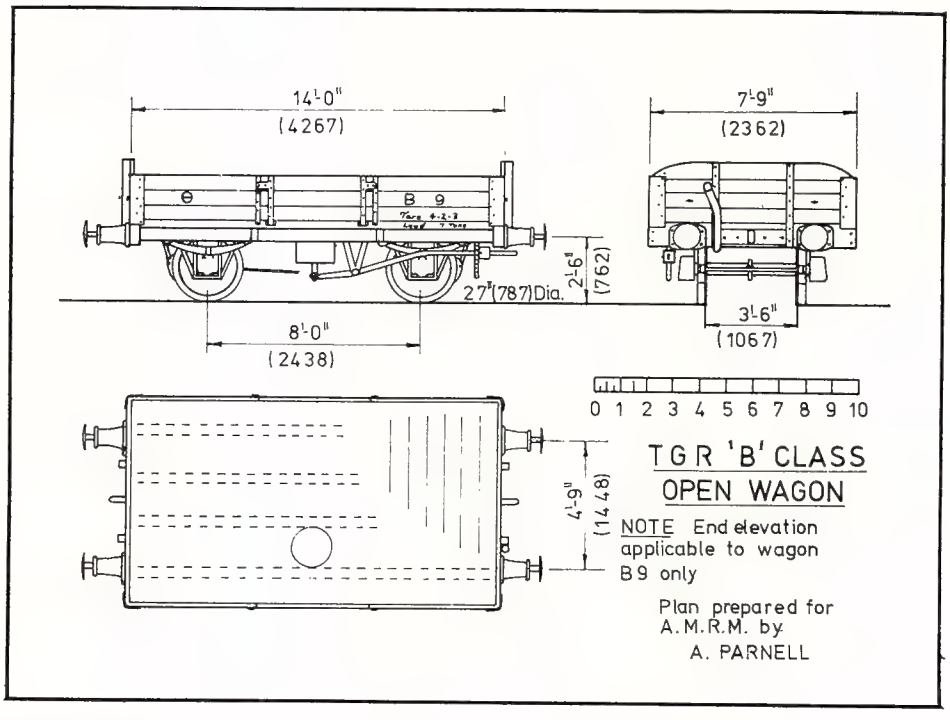
For a class of only fifteen wagons, the B wagons showed a number of variations. For the modeller this means that a specific wagon should be modelled to ensure accuracy. As already mentioned, six wagons were fitted with vacuum brake systems, and thus had a different arrangement of brake gear to the other nine wagons.

The major difference between class members was in the construction of the body ends. An old TGR plan shows the ends to be a three-plank construction, with the top end plank being curved at a constant radius from one side of the wagon to the other. This is so on some wagons (e.g. B6, B7), although some flattening on the top through wear and tear is evident. However, other wagons (including B1, B9 and B12) have only short curved sections at the extremities, with a straight section between, similar to C class wagons. B8 had one end of each type, while B9, the wagon shown in the plan, was completely different in having a four-plank construction on the ends. The ends of B9 were also lower (27") than the standard wagon end (29½"). It is presumed that the wagons were altered when repairs were made to the bodywork, which was probably a common occurrence on wooden-bodied stock.

Other minor variations existed between wagons, notably the absence of the wooden buffer beam inserts on some wagons, and in the style and placement of body lettering. All wagons were painted the standard ferric-brown colour with white lettering, although on some wagons weathering had removed much of the paintwork and lettering in latter years. Imperial tare and load markings were metricated during the 1970's, with some wagons carrying both systems for some time.

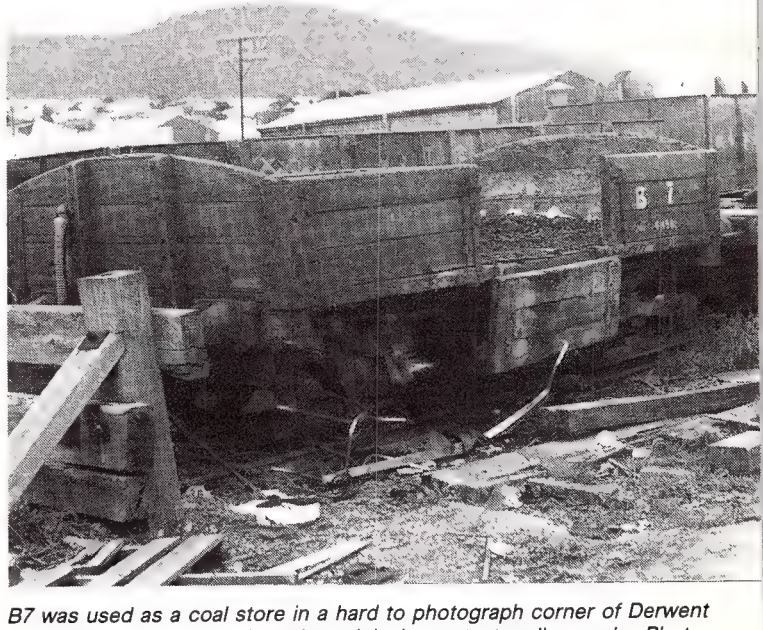


B6 was photographed in rather poor condition in Launceston in August 1978; the sort of damage wooden bodied wagons receive is obvious. This wagon has constant radius three-plank ends and the wooden buffer beam inserts, and is not vacuum braked, the hand-brake arrangement being clearly shown. Photo: G. Johnston



B1 was stored in Hobart Lower Yard for some time after writing-off. The usual 3-plank end construction is apparent, and this wagon has only short curved sections. Note also the lack of the wooden buffer beam insert and the newer TGR logo. Photo: Michael Dix

B9 was stored on the old North-east line at Barnards Creek following the track relocation. This photo clearly shows the four-plank end construction of this wagon. Note also the dual imperial/metric tare and load markings. Photo: G. Johnston

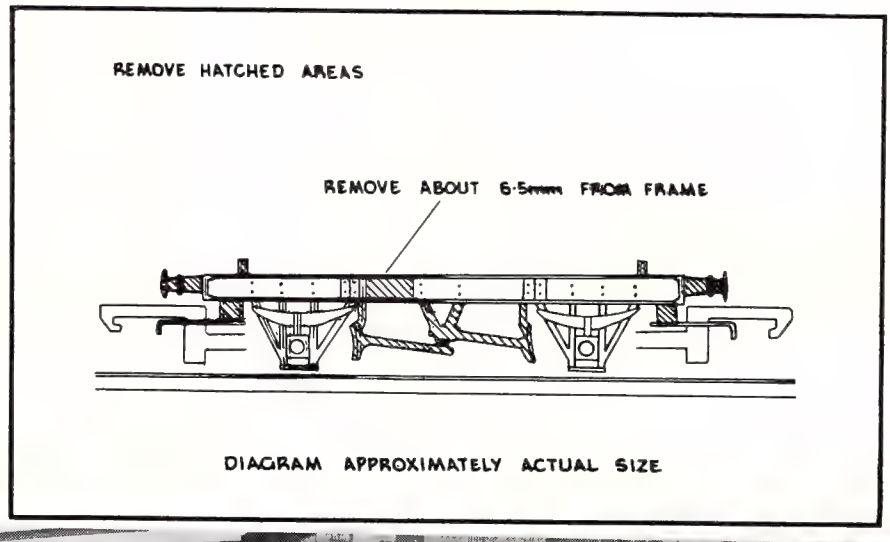


B7 was used as a coal store in a hard to photograph corner of Derwent Park yard. This wagon has the original constant radius ends. Photo: Michael Dix

UPGRADING OLD TRIANG METAL UNDERFRAMES

by Michael Dix

The older Triang four wheel wagons were constructed with a cast metal underframe push fitted to the plastic body. Although a reasonable casting in some respects, the axle boxes and coarse scale wheels gave these frames poor riding characteristics. Having accumulated a large number of wagons fitted with these frames, and being reluctant to throw them out, a method of upgrading the frames for use with new bodies was developed. Although this article specifically refers to the construction of a Tasmanian 'B' class wagon in 4mm scale, the method described is applicable to other classes of short wheelbase four wheel stock. The frame is the correct width for a 4mm scale model, but is too long. The wheel diameter of Tasmanian wagons is 790 mm (2'7"), which approximates 10.5 mm in 4 mm scale; replacement wheels of this diameter are currently available from several manufacturers.



Underframe

The underframe is removed from the Triang body by inserting a fine screwdriver or blade between the wagon body and frame and gently prising, working around the wagon if necessary. The old axles and wheels are removed by inserting an appropriate sized object (eg a small screwdriver) into the open end of the axle box and firmly pushing. Once the opposite end of the axle has appeared out of the opposite axle box the axle can be pulled out with a pair of pliers. It should be noted that one end of the axle has a small projecting burr inside the wheelset which prevents the axle from falling out. The location of this burr can be easily checked by trying to rotate the wheels independently of the axle — the wheel which does not rotate is at the burred end. When removing the axle, it is easiest to push from the non-burred end and pull at the burred end.

The Triang couplers are removed (if desired) by sawing through the support castings on each end. The brake gear castings and small body locating lugs are easily snapped off with pliers, and the castings cleaned up with a file. If desired, the buffers may also be removed and replaced with commercially available buffers (eg ERG 9302) fitted to holes drilled at the correct spacing (19 mm). To fit new wheels and axles, it is necessary to gently bend the axle box castings outward. These castings are quite brittle, so care must be taken.

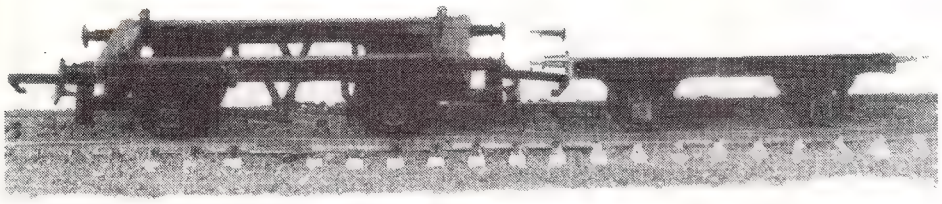
Wheel bearings, such as MGW, are placed in the original axle holes and new wheelsets fitted. The wheels used on this model (10.5 mm spoked) came from McBees, but any similar make could be used. The axle boxes are then carefully squeezed back to make a reasonably firm fit. A small amount of slack in the axle/bearings is acceptable, as it helps iron out track irregularities. The hole in the outside of the axle box is filled with filling compound (eg Plastibond) and sanded smooth when dry.

If fitting 3 link couplings a slot is sawn down from the top of the frame of sufficient depth to just accommodate the couplings. It is preferable to cut this slot after fitting the wheelsets, or any force used in fitting the wheels may result in bending or breakage of the frame around the coupler slot. The frame is then cut in two places to remove the excess length, and the cut ends filed smooth for a good fit. The black paint on the top surface of the frame should be sanded off in preparation for gluing to the new wagon base. If it is desired to use one of the cast on brake hangers, one of these should be left on the frame and the cuts made between the hangers and axle box.

Body

The basis of the new wagon body is a flat base

These photographs of B12 in Hobart Lower Yard show both sides of the wagon modelled. Note that the wagon lettering is placed at the same (handbrake) end of the wagon on both sides, and the vacuum cylinder/handbrake on one side of wagon only.



The original style Triang metal underframe (left) and the modified frame on the right. The latter has had the cast-on buffers replaced by commercially available buffers, and new wheels have been fitted. The new deck is in place ready for the body to be fitted.

to which the frame is glued. This base is cut to the required dimensions (56 mm × 31 mm) out of suitable material and the top surface scribed to represent planks. On this wagon the base was laminated from two pieces of .020" styrene, the bottom piece plain and the top commercial scribed styrene. The two parts of the frame are glued to the base, making sure they are as square as possible; this can be checked visually when the wagon base is on the rails, particularly if the buffers are retained to this stage. Squareness of the frame is critical if good running is to be achieved.

The sides and ends of the body are constructed using .020" styrene sheet. The height of the sides above the base is 21¼" (about 7 mm in 4 mm scale), while the ends are 29½" high (about 10 mm). PLanking is scribed on both sides of the body segments; it should be noted that the depth of the individual planks is not constant, being 8" (bottom), 6¾" and 6½" (top) on the sides and 9⅞" (bottom), 8¾" and 10¾" (top) on the ends (with the exception of B 9 which has a four planked end 27" high). The prototype wagons were constructed with the ends the full width of the wagon, and the sides butting in between; a similar method was used on this model. Vertical supports were glued to both ends (about 2'6" apart) and the ends glued to the wagon base. The wagon door opening was scribed on the sides, and the sides trimmed to fit neatly between the ends and then glued, completing the body shell.

Detail was added to the body using .010" styrene sheet and strip, although thinner material would have been desirable. Rivet head detail can be easily simulated in thin styrene by gently pressing the point of a pin into the reverse side of the material. There is little body detail required for this type of wagon, and this stage of construction is straightforward. The vacuum pipes are fitted on the outside of the vertical end supports; the pipes used on this model came from a Peco fitted stock set (cat. No R28).

Underframe Detail

The underframe brake detail is relatively easy to add and considerably improves the appearance of the model. Before detailing, the model was weighted by gluing cut lead sheet to the underside of the styrene base. On this model the lead was positioned directly over the wheels to leave the rest of the floor clear for fitting the vacuum brake cylinder and vee hangers. The central underframe members could also be added if desired.

The basis of the brake system on this wagon was the rest of the Peco fitted stock set; this provided the brake cylinder and the four brake hangers and shoes. The cylinder is glued centrally between the wheels, but to the handbrake side of the wagon. Vee hangers (made from styrene scraps) are glued between the cylinder and wheels on the handbrake end. The brake hangers are glued to the frame on the outside of the wheels and are joined by thin styrene strip at about the level of the brake shoes. The remainder of the brake rodding was simulated by using fine wire and styrene where appropriate. The handbrake (this one came from the scrap box) is fitted on one side of the wagon only.

If using three link or screw couplers, these should be fitted to the previously cut slot in the frame. A sprung coupling system could be used, but would be limited by the thickness of the frame. The couplers should have a hook and links at the handbrake end, but a drawhook only at the non-handbrake end.

Painting and Lettering

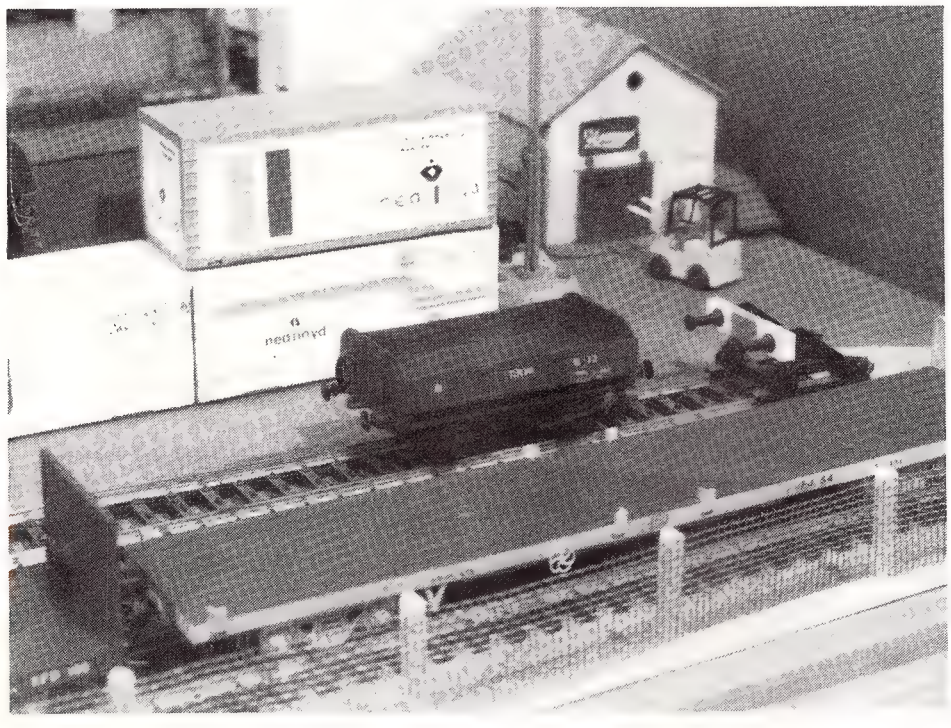
The bodies of wooden four wheel wagons were painted ferric brown, with black underframes. In practice, the body colour varied widely, including purplish-brown, brown, and red-brown, depending on the weathered state of the wagon or the rigours of traffic. Underframes were generally rusty brown-black in colour. Some of the Humbrol brown colours give a good approximation of these colours, depending on what condition you wish your wagon to run in. The body of this wagon was painted using Humbrol 'Rust' wash was brushed over the underframe to give a more weathered appearance.

In latter years, most wagons had their numbers repainted to aid easy identification, and the tare and load weights metricated. Thus clean white lettering is prototypical, even though the rest of the wagon may be highly weathered. The wagon number and T. Rys symbol were lettered using Letraset 6pt Helvetica Medium (white), while the tare and load markings were done by hand. Lettering placement varies between wagons and wagon sides, so photographs of both sides of the wagon are desirable. All lettering is white.

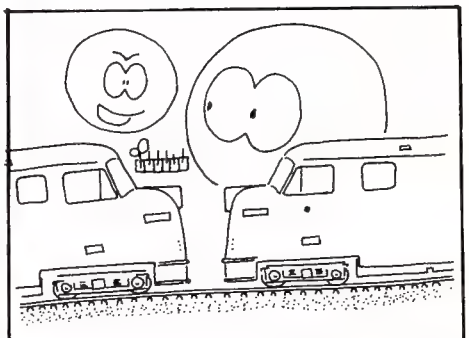
Conclusion

Wagons built by this method are a simple and cheap way of using otherwise unsatisfactory equipment. The model is close to all scale dimensions except in height above the rail, which is slightly too high. However, the visual effect is satisfactory, especially in a string of similarly treated wagons. The use of non-sprung buffers and three link couplings on this wagon limits its operational capabilities, especially in shunting where buffer lock when propelling through sharp curves can be a problem. Careful shunting or train marshalling can reduce this problem, while the use of automatic couplers would eliminate buffer lock. The short wheelbase and low weight of these wagons also places some restriction on their position in trains, but this is also a prototypical problem; TGR operating rules required that these wagons be marshalled immediately in front of the guards van at the rear of the train.

All photos by Michael Dix.



Surrounded by containers and container wagons, the completed wagon waits at the end of a siding for its next assignment.



"Away you go, Einstein! 'Zero-1' your way out of that!"

BIB AND BUB, TO SAY NOTHING OF BOB . . .

If you're under 40, it's more than likely you were put to thumb-sucking sleep with May Gibb's immortal stories of Bib and Bub, the Gummut Babies. So . . .

These were the coded names for sets of cars running on the New South Wales Government Railways.

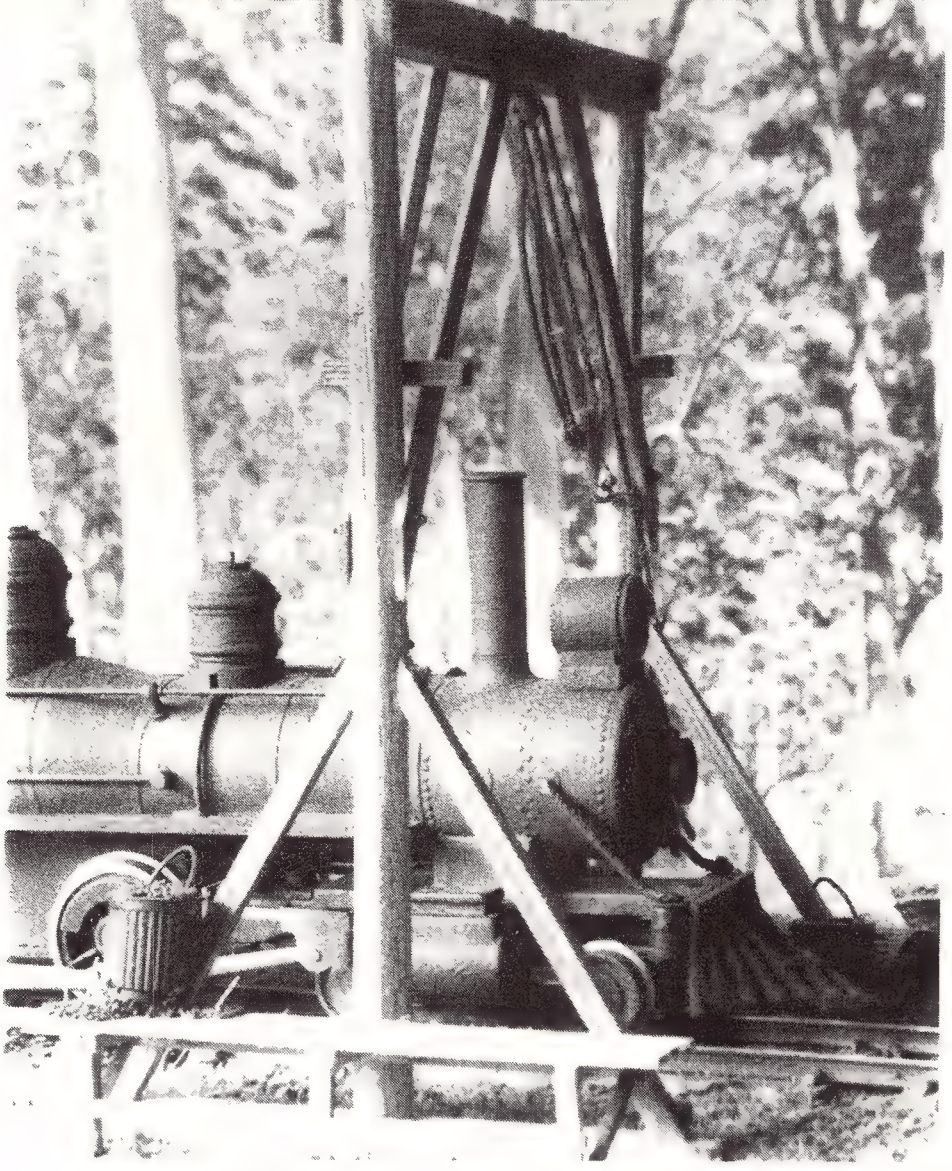
It is one thing to make a list, it is something else again to say when some of these sets ceased to be in general use.

But the **did** exist, gave long and faithful service and would grace the layout of any modeller.

George Aitcheson.

THE ASHPIT & CRANE at Tyers Junction Loco Depot

A Modelling Project in Narrow Gauge



Late afternoon at Tyers Junction and the Baldwin retires for the day.

Background

The Tyers Valley Tramway was a 2' 6" gauge timber line in North Gippsland owned by the Forests Commission of Victoria. It operated a wood-burning Class B Climax (now in the Puffing Billy Preservation Museum, Menzies Creek) and several tractors; the line was closed in 1949. The tramway commenced at Collins Siding on the Moe — Walhalla 2' 6" line and ran north for 6¾ miles to Tyers Junction. One branch ran 2¼ miles to Ten Acre Block, the other 7 miles to Growlers Creek.

It was at Tyers Junction that the Climax had its own ashpit, crane, water tower and shed, a pampered locomotive. From my only photo of this scene* I drew up plans for the ashpit and crane to make a sub-module for my rendition of this loco depot in HOn3.

The Model

The base was made with heavy cardstock as "ground", glued to a framework of ½" balsa. A hole was cut for the pit a scale 15 feet long and your rail gauge as width. The pit was scrap plastic brick sheet painted grimy black and glued to the base; I made the pit 3' deep. Stripwood supports the rail in the absence of sleepers (see Diagram 1).

For the crane assembly, I used Northeastern stripwood except for the two vertical poles of balsa wood that were rounded by filing and sanding. I cut all parts to size, sanded and dry-fitted them making adjustments where necessary. I elected to weather the wood first by scoring with a jewellers screwdriver (any pointed tool will do) to enhance grain, then by staining with a thin wash of Humbrol black, red and yellow ochre.

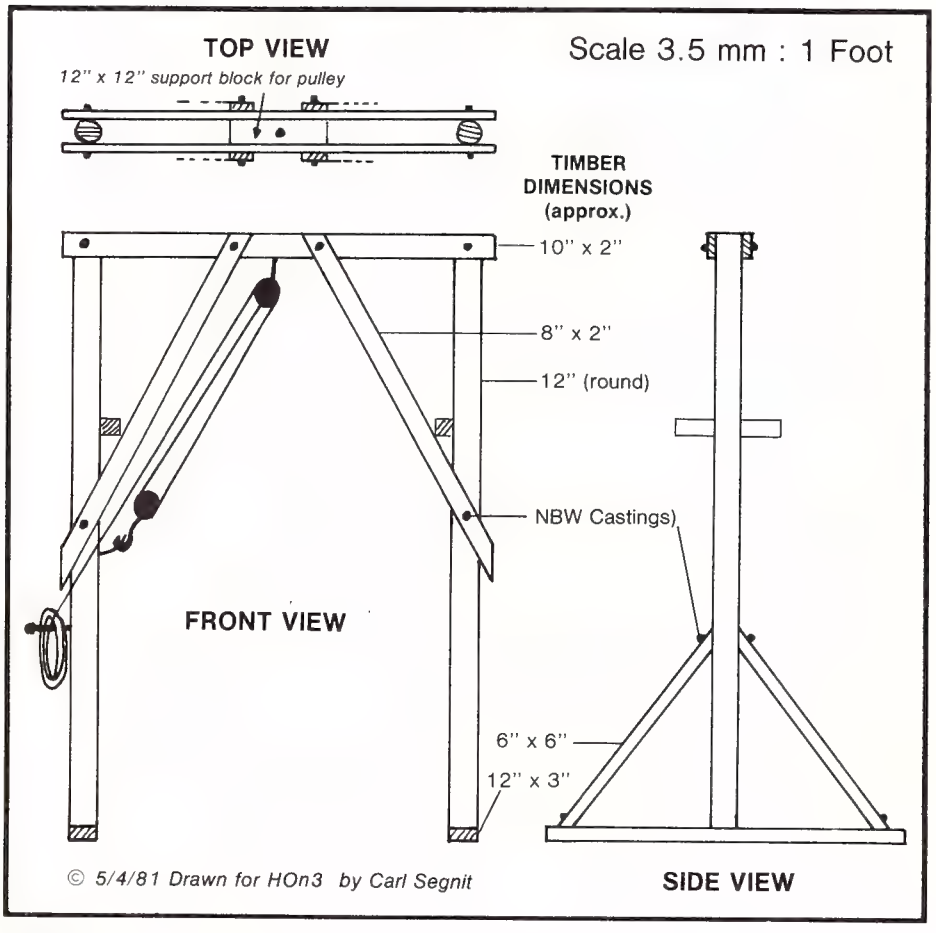
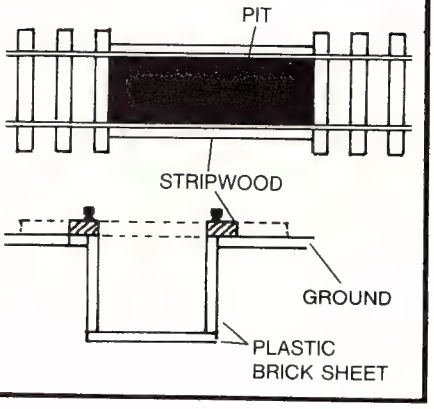


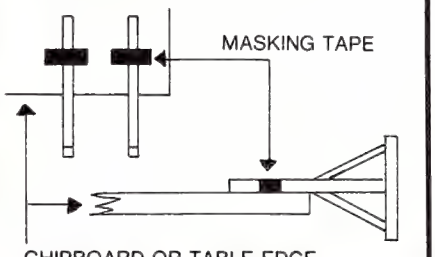
DIAGRAM #1

PIT DETAILS (not to scale)



After drying, construction was simple. Using the drawing as a template, I assembled the two vertical frameworks (side view) with white glue using masking tape to secure the vertical poles to a flat surface. Holes were made with a no. 68 drill and Campbell NBW (nut-bolt-washer) castings installed. Next, I taped each assembly to a flat surface (see Diagram 2) and fitted the horizontal and support beams making sure that both frameworks were in line. The pulley support block and NBW castings were installed and the whole assembly glued to the base above the pit.

DIAGRAM #2

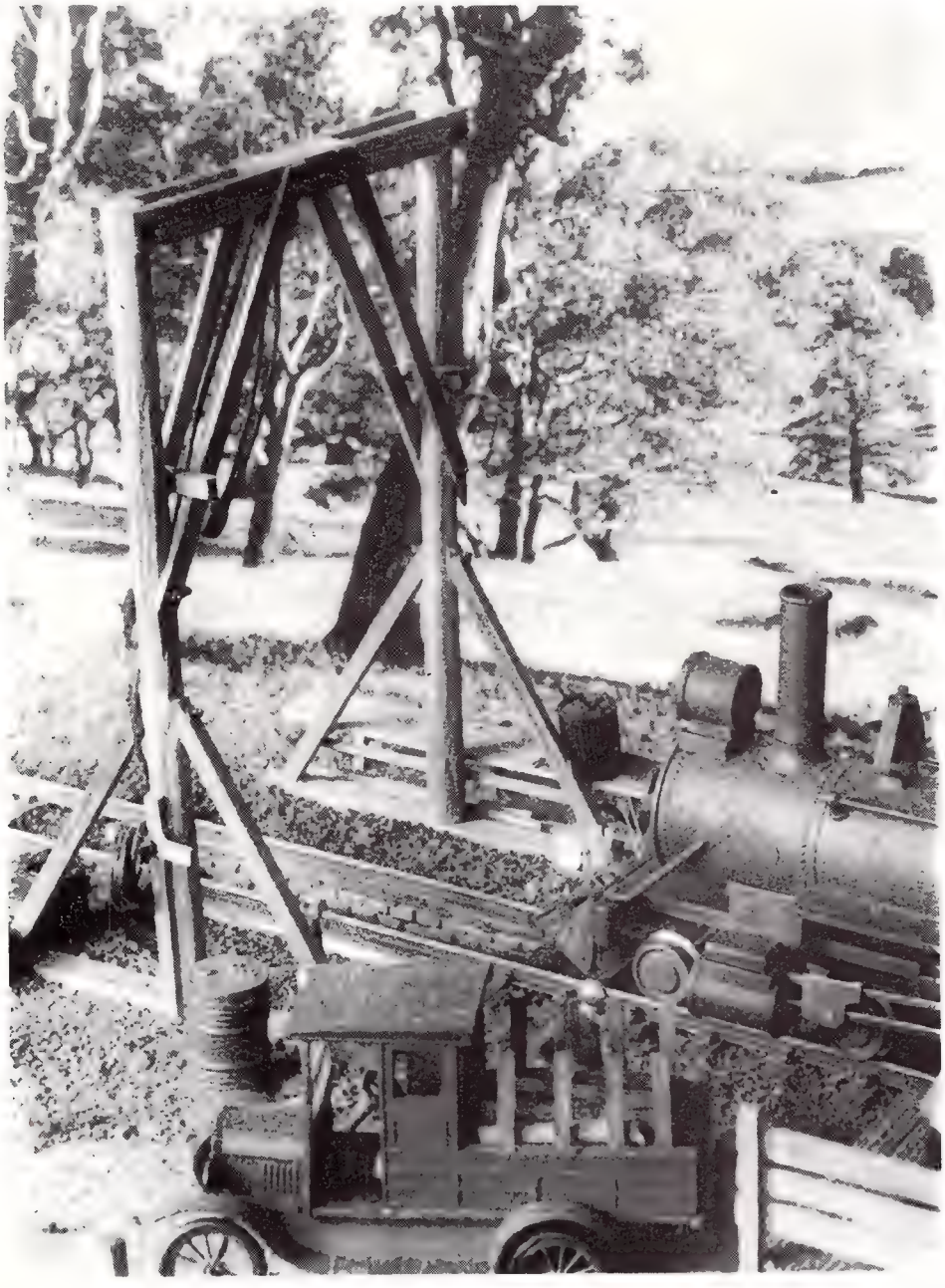


Two pulleys, wire for hooks, cotton for rope, buckets, shovels and loads of dirty black ash completed this diminutive but interesting structure.

© 1981, C. Segnit.

Pictures: C. Segnit.

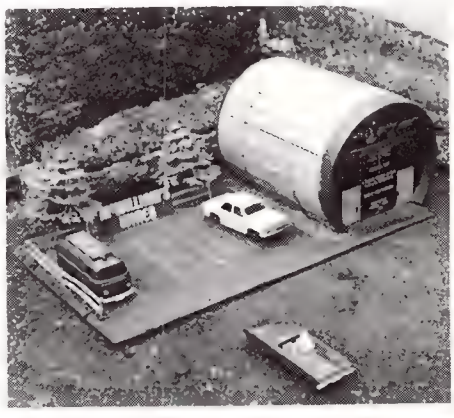
**From the book "Tall Timber & Tramlines — an introduction to Victoria's timber tramway era" (1974) published by the Light Railway Research Society of Australia. An invaluable book as well as their "Sawdust & Steam" (1975) — narrow gauge in the Otways.*



"Looking into the pit." The loco is an HOn3 NWSL Spartan Series 4-4-0 and the truck a modified Jordan Products mail van. Old Angus, who supplies most of the wood for the hungry loco, can be seen leaning on the rear right fender of the truck, while his son, George, is doing the humping . . . just leaving the bottom right-hand corner of the picture.

McWILLIAM'S "HANWOOD BARREL"

Photo and Model by Peter Kelly



Near Griffith (N.S.W.) McWilliam's Wines have a sales and tasting centre in the novel form of a wooden barrel.

I first saw this on a Traminer label and decided to make a model of this unusual piece of Australiana because of its novelty and because it can be fitted onto a model railway layout either in a city or a country setting.

A bottle of McWilliam's Cream Sherry provided the ox and cart which are the front of the barrel. This label also determined the diameter of the model.

Technical details of the model are as follows.

Overall area of the barrel and 5-bay car park 230 mm x 130 mm
Diameter of the barrel 90 mm
Length of the barrel 125 mm

The front of the barrel is different to the original in that the sign and the doors are not at Hanwood. The sign on the model is a matchbox label, used by me to show another use of labels.

Construction Details:

20 wooden ice blox sticks were glued around a 85 mm diameter card tube. They do not go completely around so as to allow the tube to be cut and mounted on the base.

Two plastic ends were made, the rear painted red and a yellow card door glued in the centre at the floor level. The front has dark red chocolate paper glued on the inside, and due to some wrinkles left in, gives the effect of curtains.

The matchbox label which reads:

FULLY LICENSED
7pm TO 3am
COCKTAIL BAR
2 SHOWS NIGHTLY
9.30pm & Midnight
AMPLE FREE PARKING
RESERVATIONS
PHONE 54070

is mounted in the centre and 2 yellow card doors are on each side of it. Above this label is a full width 3 mm wide gold strip. On this strip rest the wheels of the cart. The outside is painted light brown and the front overhang and two bands are painted dark red. Two trees, a two bar fence, 4 lines to mark the parking bays and the sign "McWilliam's Wines" complete the model.

Well, there it is. A simple model of an Australian building (modern for a change) that any of you who have read this article can make.

When are you going to start?

WATER TANKS ON THE IRON KNOB TRAMWAY

by David Griffiths

David Griffiths is employed as an Engineer with BHP and, besides his other studies, is researching the history of the Iron Knob Tramway for a book scheduled for publication around late 1981. During the research for the book David has been able to search through many old photo collections of engines, rolling stock and mining/milling equipment, and as with many other railway researchers has found plenty of 'grey areas' in the information available.

The Iron Knob Tramway runs thirty miles inland from Whyalla on the coast of Spencer Gulf in South Australia to the small mining town of Iron Knob.

The 3'6" gauge line was constructed at the turn of the century to provide iron oxide as a flux in the lead smelting operations at Port Pirie on the opposite side of the gulf. The subsequent establishment of an iron and steel industry in Australia led to the growth of this operation to the position of Australia's first heavy haul railway with trains of up to 2000 tons in the mid thirties.

The line traverses land which receives an annual rainfall of only 250mm (10"), quite insufficient to support the steam engines and mining equipment, let alone the people required to operate them. To overcome this problem dams were built to catch runoff from large areas, but these were very unreliable; one large dam built in the early 1920's did not fill until 1933. Initially water supplies were sent by barge from Port Pirie to Whyalla but this was later taken up by ships returning empty from Newcastle, N.S.W. for their load of ore. In addition a distillation plant capable of transforming 78,000 gallons of seawater per day was constructed.

This was all very well for Whyalla which was on the coast, but the water was also required at Iron Knob at the other end of the line; mine hands loading up to 120 tons of ore per day by hand operated shovel seem to be perpetually thirsty. Their horses and locomotives also needed water. In order to carry this water B.H.P. constructed a series of travelling tanks. The first recorded was built (by whom unknown) in 1901 at Petersburg, S.A. and put into service the same year. This tank was reported to have been of the rectangular iron variety and would have looked like the one illustrated in Fig 1.

This type of tank was the mainstay of the line for many years, supported by what appears to have been a locally built wooden box on wheels shown in Fig 2. The elliptical iron water tank shown in Fig 3 did not appear until about 1930. These three types share a common underframe from the South Australian Railways "C" type truck. These "C" trucks were purchased and exchanged with the S.A.R. and the Silverton Tramway Company many times over the years, and since the trucks were unnumbered on the Iron Knob Tramway it has been impossible to trace the origin of each truck or to be certain of the number of tanks which did actually exist.

Common features to these trucks were: —

length	14'0"
width	7'0"
wheelbase	7'6"
wheels	2'6" diameter 8 Vspoke

In each case the underframe was fitted with handbrakes only on one side of the wagon; no train brakes were fitted but a train pipe was fitted to carry brake air past the unbraked wag-

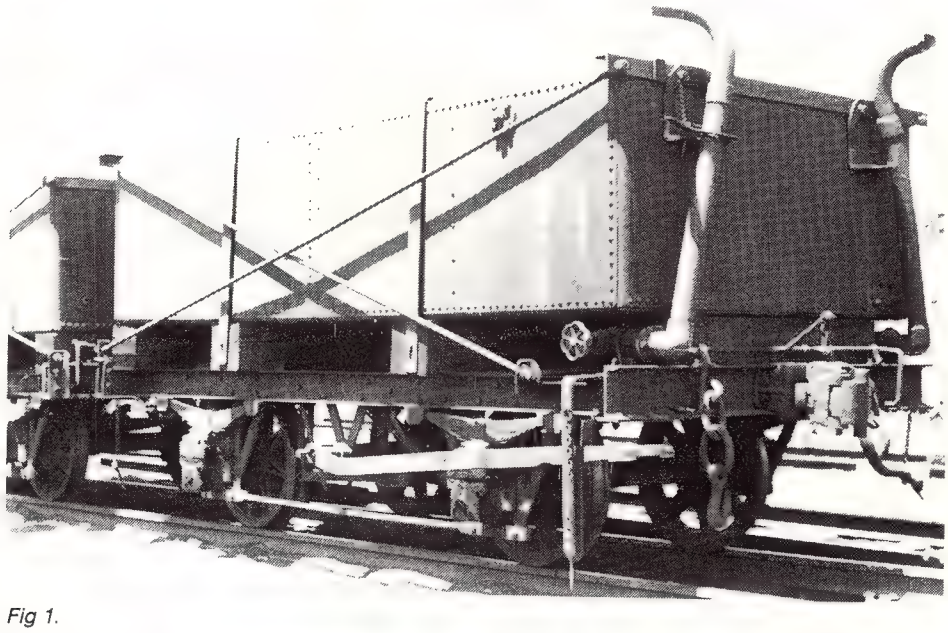


Fig 1.

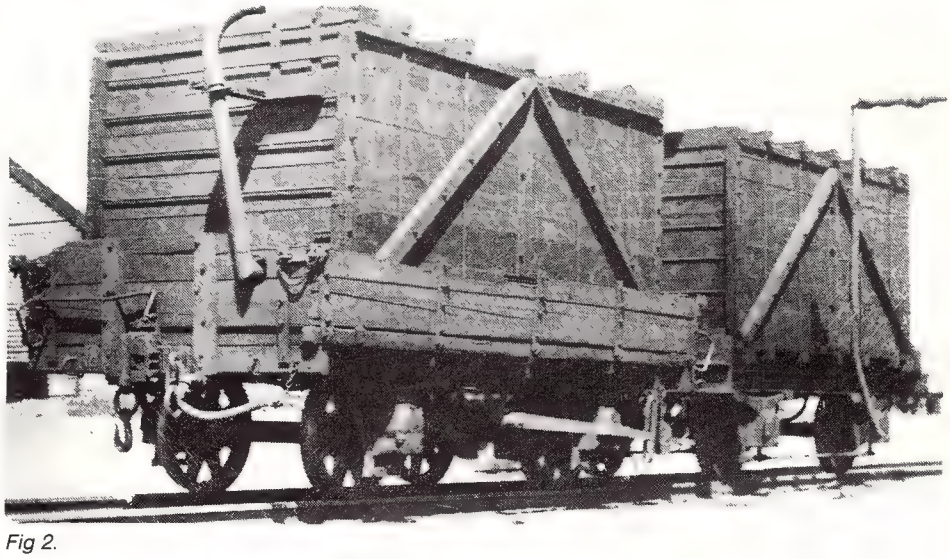


Fig 2.

Fig 3.

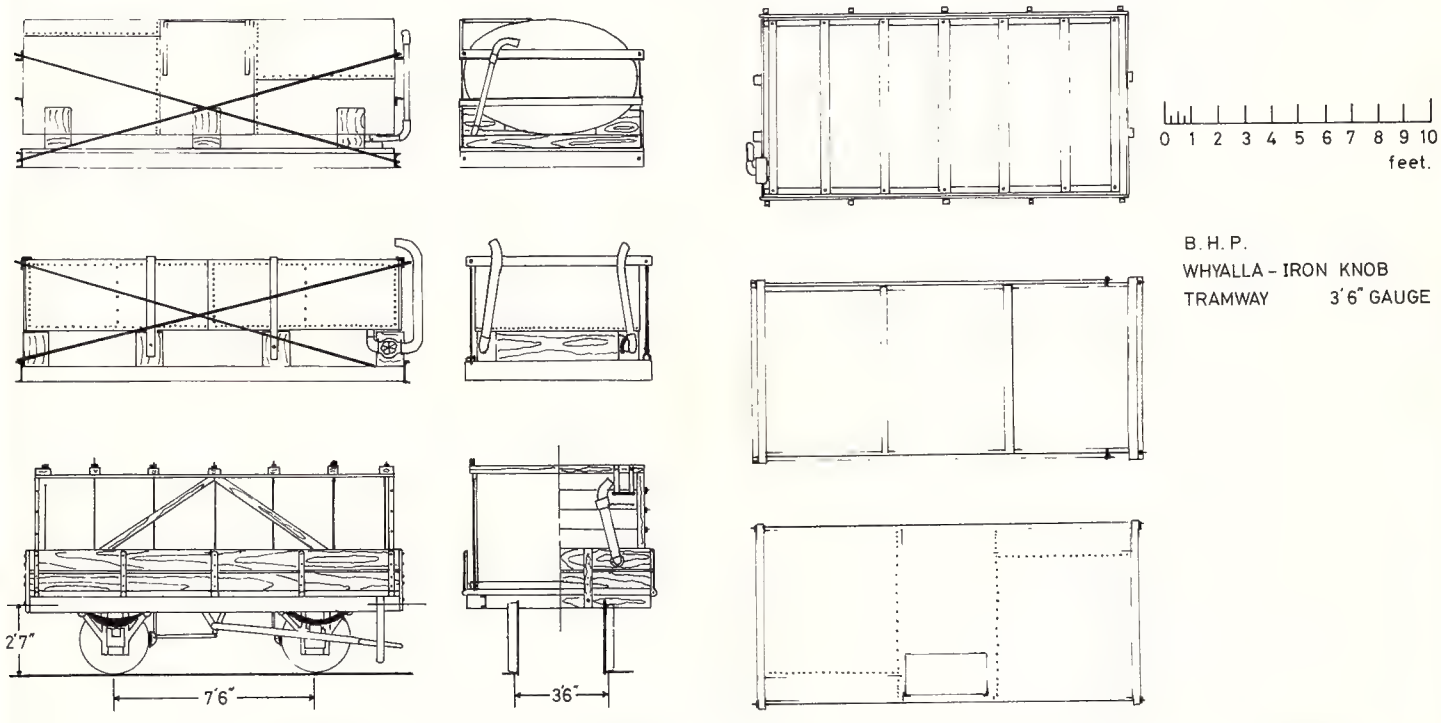
on. The wagons were originally fitted with the standard claw or chopper coupler but were later fitted with knuckle couplers for operation in main line ore trains. The capacities of the different tanks were: —

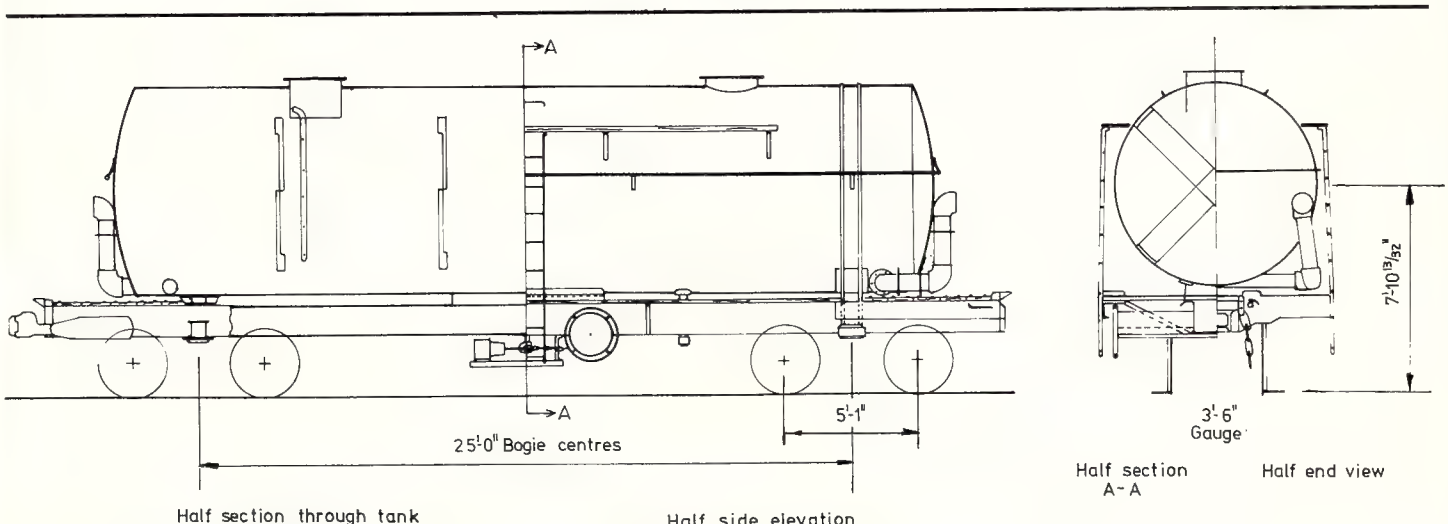
wooden tank	2,000 gallons
rectangular iron	1,600 gallons
elliptical iron	2,016 gallons

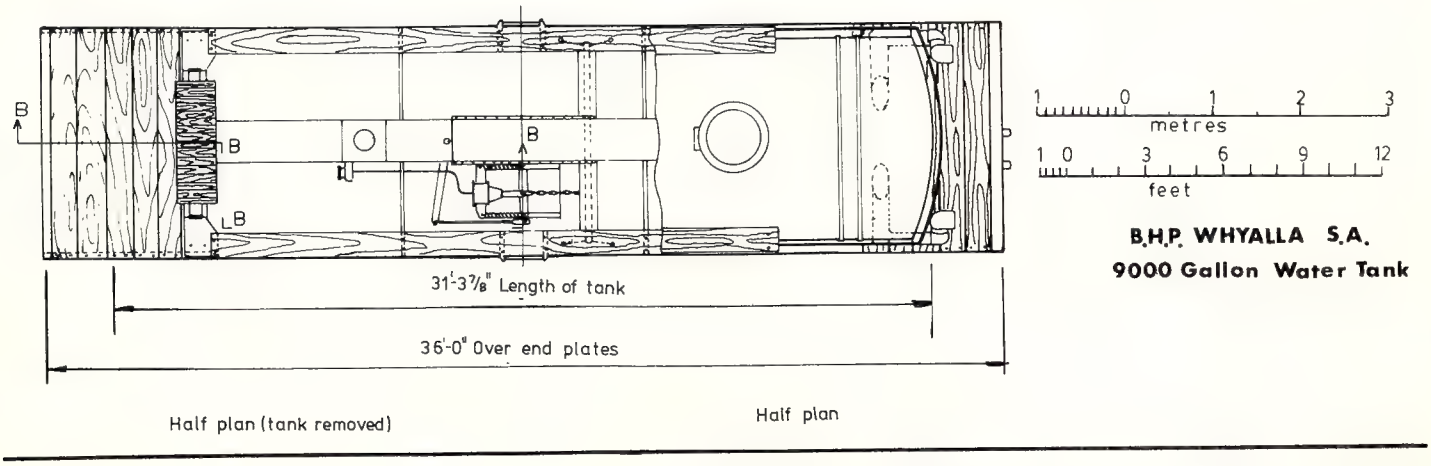
The colour of the latter two was red oxide and possibly the wooden tanks were this colour also.

During the Second World War water requirements rose to a level beyond the capabilities of these small tanks; in addition the increase in train sizes was straining the frames and drawgear of these little tanks. To overcome this problem B.H.P designed a bogie tank car of up to date design with a capacity of 9,000 gallons. Three were built by B.H.P and put in service early in 1947. It is reported, but not as yet confirmed, that a further two were built in the late forties. These cars saw the demise of steam on the tramway and the introduction of diesel traction rapidly from 1956. Piped water had reached Whyalla in 1944 and in 1962 an ore treatment plant was established at Iron Knob which required an annual water supply of 125 million gallons, which grossly exceeded the 35 million gallon capability of the rail mounted tanks. To meet this need a pipeline was constructed from Lincoln Gap (near Whyalla) to Iron Knob eliminating the need for tanks on this line; they were however retained for operating the Iron Baron branch, though it is reported that two were taken out of service.

Continued on page 43.







B.H.P. WHYALLA S.A.
9000 Gallon Water Tank

Building a Wooden Water Tanker in Sn3½

by David Griffiths

The choice of what prototype to model seems to be strongly influenced for many modellers by what is readily visible and what is closest to hand, hence the strong following of the state railways in most parts of Australia. I have what some people might consider to be the misfortune (though I would disagree) to live a fair distance from the rat race of the big cities in the steel town of Whyalla in S.A.

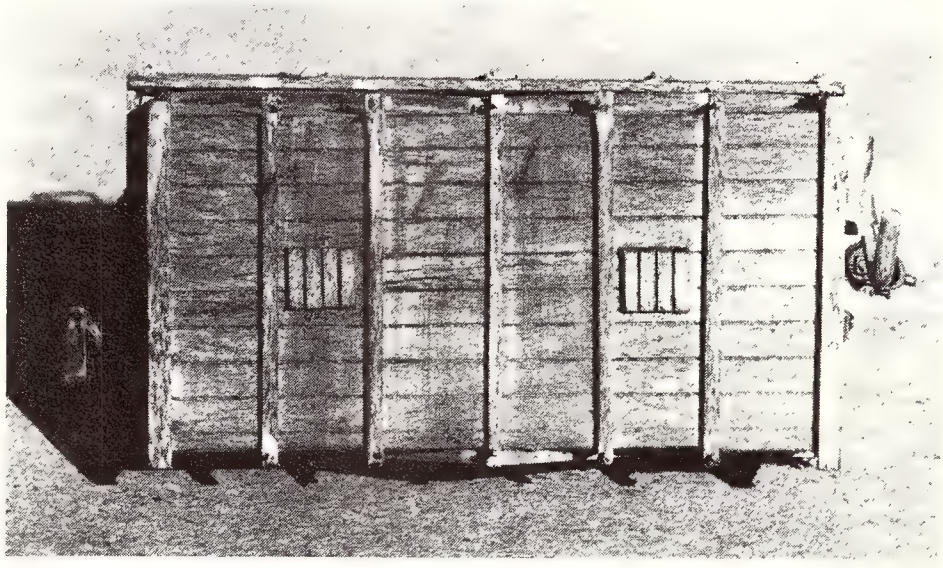
The big railways reached here when Comrail built a line connecting us to Port Augusta in 1972, but B.H.P. had been running "super trains" in this area long before Comrail had, with trains in excess of 2,000 tons in the thirties.

I thought that this system must be worth modelling, it had but one disadvantage for the modeller who was already established in South Australian modelling, the line is of 3'6" gauge. How to overcome the problem? Some modellers of S.A.R. narrow gauge in Adelaide model N.G. using HOn3 and produce very fine models despite the diminutive size of the prototype. I had visited New Zealand a few years ago and had been particularly impressed by what can be achieved, especially with small prototypes, by modelling in Sn3½. More recently the excellent article by Steve Malone (A.M.R.M. May/June 1980) encouraged me to give it a try. Here then is a description of my first model in this (for me) new scale. I am very pleased that I did give it a try and may now try to do a Steve Malone on a Bachmann consolidation to obtain one of B.H.P.'s four Baldwin built Mikados, after all what use is a water truck sitting in a siding with nothing to pull it.

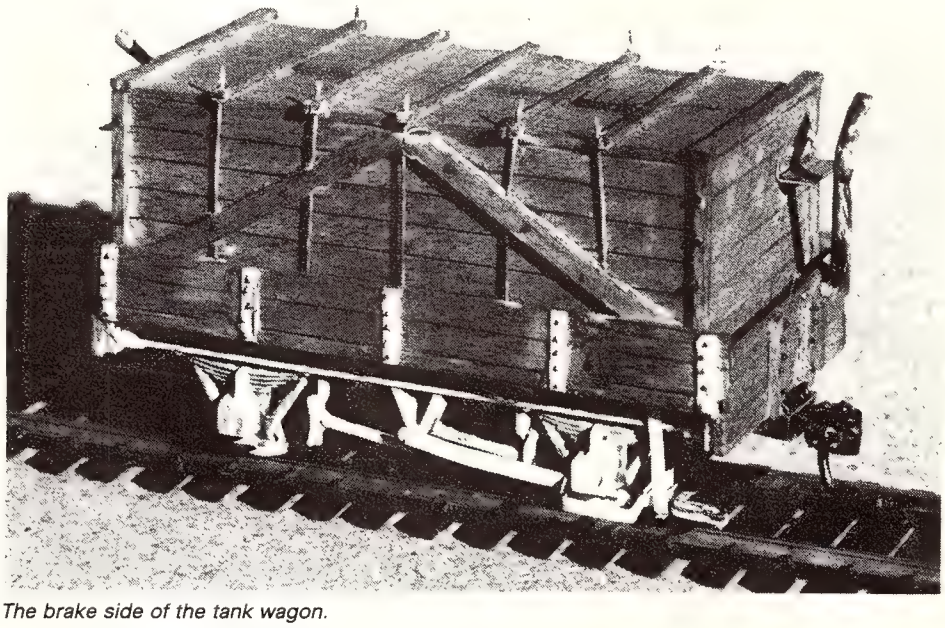
The chassis of this truck was a very old, but still occasionally available Hornby die-cast underframe which has a wheelbase almost exactly the desired length and an overall length which can be accommodated. The running qualities of these frames is very poor so I replaced the wheels with a set from Maygib which are not only the exact diameter but are also the right number of V spokes, I was very lucky there. In order to get the wheels to run well I drilled out the old axlebox hole to 1/8" and tapped it 1/8" Whitworth. Into each axlebox I inserted the cup bearing supplied with the wheels followed by a good squirt of Tarzan's Grip, then to hold the wheels in place while the glue set I screwed in a 1/8" Whitworth screw, which can be adjusted in each axle box to get the wheel centred in the underframe and tensioned to eliminate slop but allow the wheels to run very freely.

I have used an alternative to this method before in which the ends of the screws are pinpointed (concave) and the screw itself is locked into the threaded hole with super glue and the excess screw length is then sawn off and the end filed smooth.

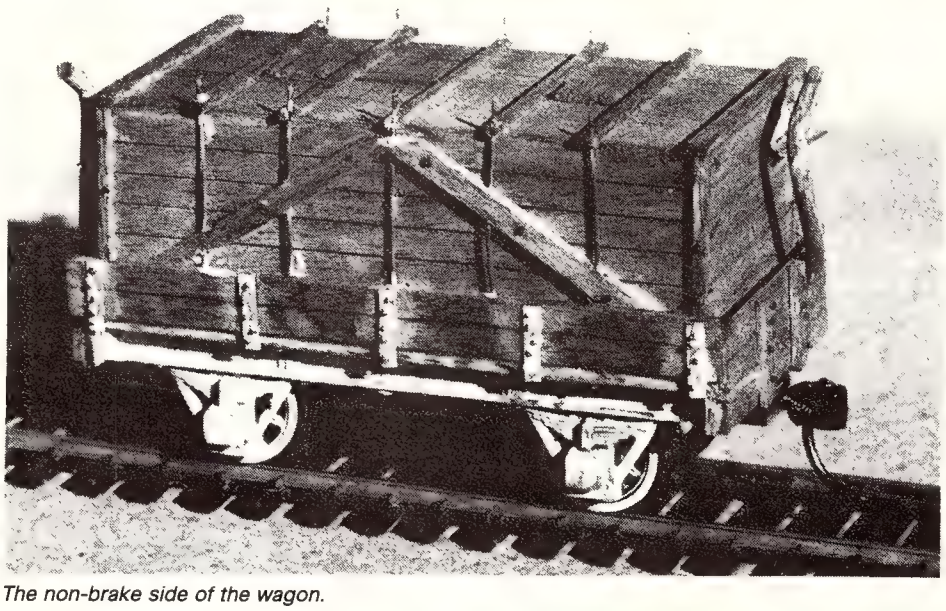
The underframe is further modified by the removal of brake rigging from one side and the removal of the locating pins for the old body work. Your favourite couplers should be attached, I glued Kadee's to the frame with Tarzan's Grip and that appears to have been successful. The addition of the handbrake lever to the same side as the remaining brake gear improves the appearance enormously and is well worth the effort, I made mine from brass shim cut with heavy scissors and bent to shape. The step end was supported on another bit of shim glued to inside and outside of the frame and the other end held in place with a nut-bolt-washer casting through a hole drilled in the lever and the brake hanger.



The top view of the tank.



The brake side of the tank wagon.



The non-brake side of the wagon.

The superstructure was constructed from scribed siding formed into a box with bracing added to the outside according to the position shown on the plan. Bracing is Model Aeroplane control cable inserted into predrilled holes in the wood. A word of caution here, some of the wood sizes are quite small and split very easily, perhaps making the model even more weathered than you really want. Nut-bolt-washer castings were added in appropriate points, I thought that the improvement in appearance that these give is well worth the cost. The end and sides of the truck are also of scribed siding with styrene hinges and more nut-bolt-washer castings added. The filler holes in the tank top are placed where I thought they may have been, I have no data to place them correctly, in fact the tank dimensions were calculated by me to fit the known dimensions of the truck and to coincide with the known tank capacity. I doubt that the dimensions used are far out as the tanks look to be individuals rather than true duplicates, at least after several rebuilds.

The rectangular and elliptical tanks use the same underframe as described above but the rectangular tank will be constructed using a .010" styrene wrapper embossed with rivet marks over a thick walled styrene box which will be filed to give the smooth cornered shape. The elliptical tank will be built using a styrene wrapper over a short length of elliptical hammer handle.

The addition of piping, steps and so on is common to all scales and models and has been described previously by far more able modellers than I.

When David built this model he did so with only the aid of a photograph and the basic chassis dimensions. For an extra challenge the model was built to a scale in which David had not previously worked.

A photograph of the prototype from which this wagon was modelled appears in the article titled 'Water Tanks on the Iron Knob Tramway', elsewhere in this issue.

WATER TANKS ON THE IRON KNOB TRAMWAY

Continued from page 41.

A pipeline was later connected with Iron Baron nominally eliminating the requirement for rail tankers. The tanks do, however, still see regular service, especially in summer when the town gets too thirsty for the pipeline and on occasions when water is required for fighting bushfires in the area. These tanks, however, are no longer attached to ore trains which are run strictly as "block" trains, but are run as a water train consisting of three 9,000 gallon tankers hauled by a single Clyde G12 which, with 1310 h.p., makes a spritely train.

Bogies are of cast steel, with a wheelbase of 5'1". They are of the same pattern as those fitted to iron ore hoppers. Built originally with coiled spring suspension they were modified in the sixties, as were the ore trucks, to a rubber spring system which was found to improve tracking. A further difference to the run of the mill type bogie which would be clearly visible on a model is the fitting of short lengths of 3" × 3" angle beneath the axle boxes which are claimed to keep derailed wagons from wandering too far from the straight and narrow.

MAIL BAG

Sir,

I would like to bring to the attention of all readers of Australian Model Railway Magazine the establishment of the Lionel Collectors Club of Sydney, a recently formed group of enthusiasts interested in promoting Lionel 'O' Gauge model trains in New South Wales.

Joshua Lionel Cowen began production of his first model railroad in the U.S.A. in the early years of the 20th century, and since that date, Lionel has become a noted collectors item, whether it be pre-war or a present day model.

I invite any reader interested in the collection of Lionel 'O' gauge trains to contact the writer for further information on the subject, or with prospect to becoming a member of the club.

Bill Veale,
Box 6.
Ramsgate 2217.

Sir,

Today my family and myself made the usual pilgrimage to the Mecca of model rails at the Sydney Showgrounds Model Railway Exhibition. It was up to its usual high standard with cinders and sand falling out of the boots all the way home to Springwood.

One gripe I feel I must make is the absence of passouts. My son, only three years old, loves the scene but mum puts up with it very graciously with 'Ooh's' and 'Aah's' in the correct places, and 'times to keep the old boy happy'; but back onto the track.

After paying our admission we had a good look around but you get quite hungry, so we went and had a hamburger just outside the pavilion. But boy what a price, and another family admission was necessary to re-enter the exhibition.

Later in the afternoon, without thinking, mum walks up to the market stalls in the showgrounds then decides to return to do a bit of a baby sit for dad: and another admission charge.

Even a three year old gets a bit of wanderlus* once in a while so out he goes with mum hot on his tail about two stands behind him. Once trapped he cons a tram ride with mum but to once again re-enter the hall and let dad know what's going on; another admission charge was necessary.

'Yes there were signs but with quite a few folk around and a high speed kid, who was going to read them, was what I was told.

To cut a short story long, my small family, had we all lined up at once, would have been quite a sight because instead of paying for two adults we paid for six of them!

Really, I feel a pass-out system for families staying for a few hours or so could be sorted out so that mums and kids could go out and enjoy some of the other entertainments that are on offer at the showgrounds and still come back and join dad later on. Could it not be sorted out on an identity basis of some kind?

How about it next year organisers, or do we still have to pay every time mum or the kids want to wander around for a while?

Except for this it was a great day!

Terry Sargent,
Springwood 2777.

Sir,

For some years I have always looked forward to the next issue of AMRM in the hope that there may be some layout articles on Australian "O" gauge models of some kind. There are always "HO" or "N" gauge articles (all very well done) no doubt because obviously the majority are modelling in these scales. I find it hard to believe that there are no readers of this wonderful magazine interested in "O" gauge, be it N.S.W. prototype or any other.

I have seen the tremendous enthusiasm generated at exhibitions by the sheer physical presence of this large scale, and have run across a surprising number of people keen on this scale.

I have been gradually building up a double track system, complete with main station, goods yards and passing loops, etc., in the basement room of our home. I am only an average (very) modeller with work bench and the usual tools, but loads of creative urge, so I could hardly be labelled as an expert scratch-builder.

It is accepted that one needs more room to model in "O" gauge. However, we in Australia are fortunate in having all sorts of outdoor structures (lawn lockers, etc.) attics and basements as well as building foundations in which we may house our creative urges — even a simple terminus layout along one wall or bookshelf in this gauge is still satisfying because of the bulk of the models, and one needs only a few wagons and perhaps one or two locos to provide a very satisfying atmosphere . . .

. . . So please, there must be some "O" gauge people out there who would be keen to see at least one article by one of our "fellows" and possibly be an inspiration to other "frustrated" modellers.

It will not be very long before my own layout is to a standard whereby I feel I could, not self consciously, offer the pictorial fruits of my own labours for others to digest.

Chris Thors-Smith,
Leura N.S.W. 2871.

We know for a fact that there are a good number of "O" scale modellers who read this magazine. But as we have said before, we can only print that which readers send in. Ed.

VALE — Doug Bocking

It is with the greatest regret we announce the death of Doug Bocking, who suffered a heart attack at his home in England on the 14th August, 1981 after a long illness.

While living in Sydney, Doug will be remembered by many NSW modellers as the creator of Workshop Five Models and those who saw his work at close hand will agree that he was perhaps the greatest modeller of our times. One could name many talented craftsmen who have made excellent live steam models, and a few modellers in the smaller scales who have produced one or two models in their lifetime which approached the Bocking standards, but in Doug's short life of just over 40 years he produced something like 100 scratchbuilt locomotives from 'N' to 'Gauge 1' and any number of other items of railwayana.

More remarkable than the quality of his work was the speed at which he could produce. His incredible engineering instinct, dexterity of hand and eye and ruthless concentration allowed him to produce a 4mm scale loco in his spare time in an average of one month. And who could forget his demonstration of trackwork construction at the Sydney Town Hall in October 1975 when, in one day, just for the fun of it, he produced a double track station throat in triple gauge without even drawing it out first!

Doug's standard of modelling and his engineering ability was reproduced in the many fine kits that were produced under the Workshop Five Models brand. There is little doubt that these mass produced kits will continue to set the standard for new kits for years to come, and one must wonder if his consistent standard will ever be equalled.

If ever the word 'genius' was applied to a modeller, Doug Bocking was truly one.

Peter Betts

MODELLING COMMONWEALTH RAILWAYS?

"N" gauge modellers will be pleased to hear that the Budd RDC-1 has been added to the Con-Cor 1:160 scale range. This item will be of particular value to followers of the Commonwealth system, where the CB class railcars operated between 1951 and 1976. Reference nos. for the silver painted but undecorated Con-Cor models are 001-004440 (powered unit) and 001-004460 (non-powered unit). The Australian National outline drawing (metric dimensions) for the CB cars is diagram No. 17 — obtainable from ANrail in Adelaide.

— Paul Rogers.

REVIEWS

Newcastle's Steam Finale, a Railmac publication. Copy supplied by St. George Hobbies, 504 Rocky Point Rd., Sans Souci, 2219. Price: $3.90.

This book, the latest from Railmac, is similar in size (150mm x 215mm) but somewhat thicker at 62 pages, to the others in this series. The book briefly discusses NSW government steam operations in the Newcastle (NSW) area, firstly by touching historically on the area and subsequent development of the huge wealth of coal therein, through the various locomotive classes, loads, allocations, etc., to the end of government steam in 1973. In general, though, it concentrates mainly on the final five years — 1968 to 1973.

The book does contain a generous supply of informative photos which, themselves alone, are helpful for modellers. Again this is one of those handy little books that will no doubt have certain appeal for all.

Do not be misled by the title however. Newcastle's Steam Finale relates only to government operated steam: there's still the private companies operating!

Allan Brown

ANR decal in blue (No. 5) by Broad Gauge Bodies, PO Box 6, Marden, 5070, who supplied the sample. Price: $1.00.

This decal is the blue version of the decal reviewed in the September/October issue. The mid blue style is that used on the ex SAR 8300 brake vans when they were repainted white in 1980. The decal is up to the high standard set by BGB.

Bob Gallagher

S.A.R. goods shed kit in HO scale by Broad Gauge Bodies (BGB), PO Box 6, Marden, 5070, who also supplied the sample. Price: $15.95.

The kit is based on the Tantanoola goods shed which is typical of many other sheds in South Australia. This style of shed is a 20' x 40' structure having a curved roof line and covered with corrugated iron, which is usually painted.

As supplied in a card box accompanied with detailed assembly instructions, the kit comprises polyester cast sides, ends, roof and dock. The roof and dock sections are solid castings and include all details such as guttering on the roof, stone foundations and timber faced dock. The castings were free of any defect. Included in the kit is a section of wire for use as down pipe and a spare section of stonework to modify the foundations, if required.

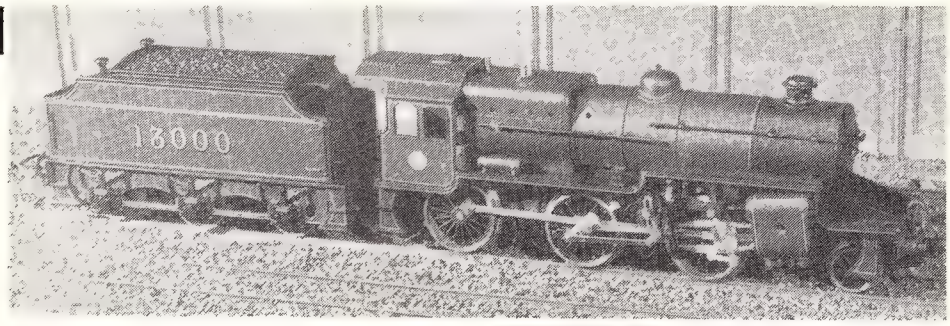
The sides of the shed needed little work to assemble into a box (when all parts were painted). Repco Woodhill super glue was used to hold and fix parts together. After painting, the roof was added to the shed body, and the completed shed mated to the dock section, where a little filing was required to correctly locate the shed in place.

Actual assembly time was about one hour, much more time being spent in waiting for the paint to dry. For the task the assembly instructions were more than adequate, and the well produced photographs were a great aid when assembling this rather simple kit. The completed structure is heavy, and would not require fixing to the layout, the weight alone holding it in place.

The completed shed captures the image of the curved roof goods shed which is so common in South Australia. The kit, being so simple, is within the capabilities of even the rawest beginner. The size of the shed, while being small in prototype standards, is ideal for model usage for it will occupy a space of 320mm x 100mm.

The first structure kit by BGB, and following the standard of the rolling stock kits, a fine product from which a detailed model can be made.

Bob Gallagher



LMS Crab 2-6-0 locomotive by Lima — Sample supplied by Southern Models, Adelaide, South Australia. Recommended retail price $97.99.

The 'Crab' 2-6-0's of the London Midland & Scottish Railway were a very distinctive looking mixed traffic locomotive with their large cylinders set at a high rakish angle. 245 of these locomotives were built from 1926 and they proved to be efficient performers and were by far the largest class of 2-6-0's on the LMS.

The sample model represents the Crab in its preserved form as LMS No. 13000 in red livery. A British Railways version in lined black livery is also available.

The model certainly looks like a Crab with the distinctive valve gear, high running board and inclined cylinders well represented. The tender modelled is the one attached to locomotive No. 13000 and is not representative of the majority of the class. The model has the familiar Lima tender drive with a floating centre axle and traction tyres on the other axles. The front steps are attached to the pony truck in an unusual but effective answer to the problem of clearance.

The running qualities were quite good for a tender drive unit although additional weight could be used to advantage. A noticeable improvement in low speed running was achieved with an electronic controller.

The detail on the model is excellent with the rivet detail in particular being nice and fine. There is a pleasing matt finish to the paintwork and the fine yellow lining was well done.

The Crab model was some years in the pipeline and I feel that it was worth the wait. The model fills a gap in the range of ready-to-run freight locomotives available for British layouts and will no doubt be a welcome addition as a consequence. The price unfortunately reflects the increased cost of such models today.

G. B. Ahern

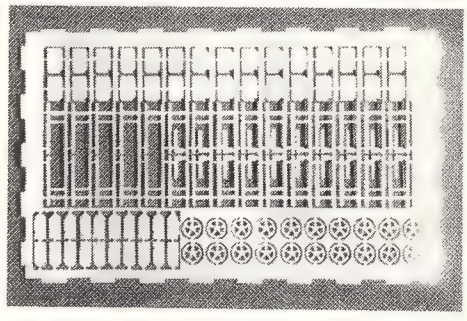
V.R. shunters steps and brake handles in HO scale by Broad Gauge Models, PO Box 136, Boronia, 3155, who also supplied the sample. Price: $4.50.

This product was reviewed in the March/April 1981 issue (of AMRM) but since then the manufacturer has chosen to improve the product as well as add additional components to the product.

The parts are supplied on an etched brass sheet, 0.35 mm thick, the sheet being 60 mm x 100 mm in size and is supplied (by post only by mail direct from Broad Gauge Models) packed in a stout card envelope accompanied with two lengths of 0.5 mm diameter bronze wire and a detailed instruction sheet.

The sheet contains sufficient parts for 15 sets of shunters steps, as found on most VicRail wagons and ten sets of round, five spoke brake handles as found on some four wheel wagons. All components have been crisply etched and are only held onto the master sheet by fine 0.5 mm tabs. Where necessary fold or drill hole positions are relevantly marked, quite distinctively.

The shunters steps comprise the step, which has



provision for side and rear turn-up, and the step support. The two must be joined together by either solder or glue.

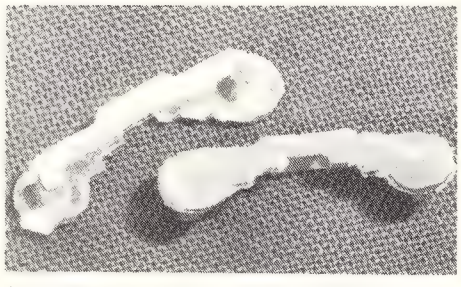
The handbrake wheel assembly comprises a 15" five spoke wheel, support bracket, release handle and wire to join the set together.

The accompanying instruction leaflet is surprisingly detailed for such a simple product, and the text is illustrated with diagrams in such a manner that even a novice would understand assembly. A full description of where the handbrake is applicable is also on the sheet.

Components separate easily from the sheet as per instruction sheet and all components appear to be scale size and of scale thickness material.

The manufacturer has chosen to improve this product after some minor criticism and is to be congratulated on this attitute of improvement as well as supplying a product that will enable modellers, experienced and beginner alike, to superdetail goods rolling stock without too much skill.

Bob Gallagher



Loco diaphgram plates in HO scale by Main West Models. Sample supplied by Casula Hobbies, Phoenix Plaza, Macquarie St., Liverpool, 2170. Price: $0.75.

Diesel locomotives, as used on the New South Wales railway system, have a distinctively styled buffing plate, which is represented (in HO scale) by these metal castings. Shape, size and detail is correct for the latter type used (raised centre), which provides better access to the coupler. There is a little flash on the castings which can be readily removed with a file.

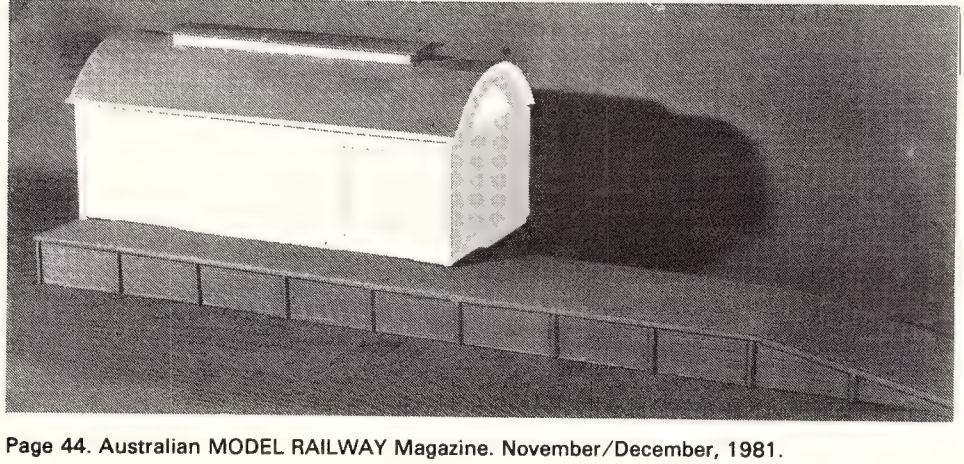
Attachment to the locomotive is via two stems attached to the body of the plate. A very useful detail component for the modeller building his own diesel locomotive or detailing the Lima 44.

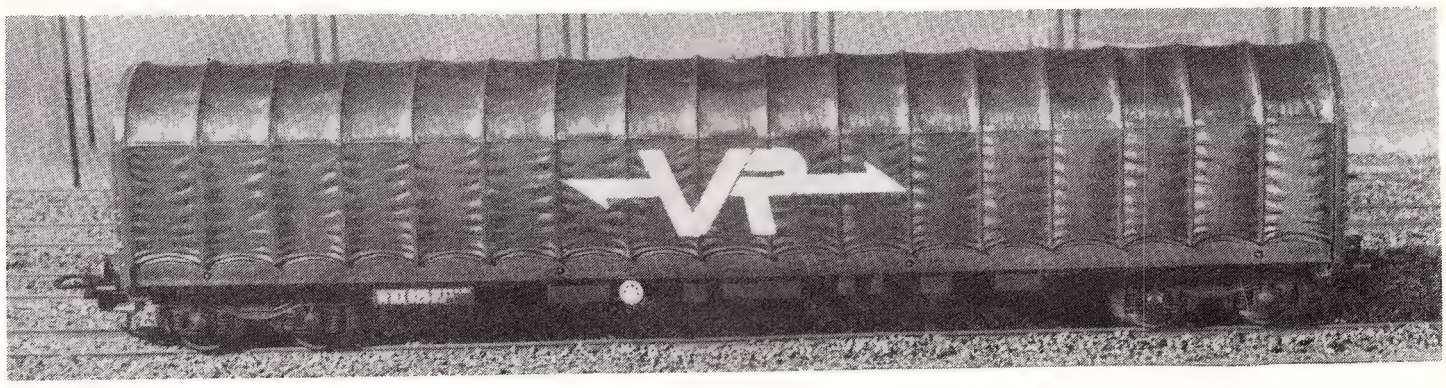
Bob Gallagher

COMMERCIAL VEHICLES, 1905-1931 published by the Sporting Car Club of S.A. Purchased from the Royal Automobile Association (RAA), 41 Hindmarsh Square, Adelaide, S.A. 5000. Price $4.95 with approx. $1.50 extra for postage.

If you intend modelling a railway as it looked in the 1940's or earlier you're probably wondering where to look for photos of suitable road vehicles to help with the scenic effect. This book males a good starting point.

It is number 5 in a series that had previously dealt only with cars. However the Editor of the series comments "having set out to compile a motoring history it is necessary for us to cover all aspects of motor vehicles on the roads of South Australia".





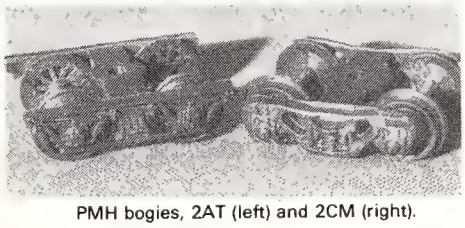
VFNX by Lima.

In 98 black and white photos he has assembled quite a collection of vehicles sold in the 1905-1930 period. A wide range of makes is represented including Sauer, Ford, Commer, Ruggles, etc. They carry loads of wool bales, provisions for farmers, oil products for Shell and Plume, an early furniture container, heaps of mail bags and a multitude of van bodies decorated with the owner's advertising.

A variety of tyres and wheels can be seen, whilst the trend toward more comfortable passenger transport seems to have been painfully slow.

A modeller can use this book regardless of where he lives or models as most of the vehicles would have been sold throughout the country. It may help you with small modifications to the many HO scale truck kits available from America. All you need to guess about is what colour to use.

Phil Curnow



PMH bogies, 2AT (left) and 2CM (right).

2CM bogies for HO scale by PMH. Samples supplied by the manufacturer and Casula Hobbies. Price: $1.80 pair.

The 2CM bogie is used by the Government railway system of New South Wales as a high speed, heavy duty bogie and has been used under most of the new rolling stock not designed for bogie exchange including the 'KLY', 'CDY', 'BDY', 'OCY', 'MBY', 'WTY' and 'NRY' wagons.

As supplied, in the usual 'PMH' style, the bogie is a delrin injection moulding (in one piece) and is fitted with the standard PMH 10.5 mm disc wheels. The mouldings are free of defects, the only evident flash is easily removed. The shape and size of the bogie is representative of the prototype, and while the detail may not be as crisp as could be expected the 2CM style is unmistakable.

A new feature of the PMH bogie is the bolster height which has been reduced to 10 mm above rail height. This dimension is much closer to the NMRA standard to which most products are now made. One problem with some of the samples reviewed were the wheels, which either did not run true or were too tight in the bogie to turn. A little attention when purchasing or some reworking with PMH or metal tyred wheels can produce a fine free rolling bogie, the plastic appearance of which can be dulled with a coat of Floquil grimy black.

Bob Gallagher

2AT bogies (NSWGR) for HO scale by PMH. Sample supplied by Casula Hobbies, Phoenix Plaza, Macquire St., Liverpool, 2170. Price: $1.80 pair.

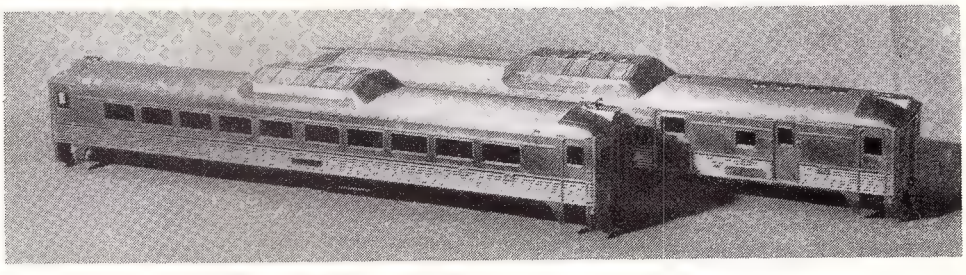
The much used 2AT bogie has been on the NSW market for many years, but has now been retooled and a few improvements made, the main improvement being the removal of the large boss on the top of the bolster. A bolster height of 10 mm is now applicable.

The bogie is the standard PMH injection moulded, in delrin, one piece moulding. It is free of flash and the overall dimensions and detail is representative of the prototype. It is fitted with the PMH 10.5 mm plastic spoked wheel which is not always a good item for free rolling.

This is a very useful component, which can be improved by careful selection upon purchase or by reworking or replacing the wheels and finally covering the plastic appearance with a coat of Floquil grimy black.

This product has been around for at least ten years and, with this improvement, will no doubt be around for many more.

Bob Gallagher



Athearn RDC body shells, coach in front, coach/combine at rear.

RDC body shells, in HO scale. Our sample supplied by Punchbowl Hobby Centre, 545 Chapel Rd., Bankstown, NSW. Price: $5.50.

The RDC (Rail Diesel Car) is an American designed, self propelled railcar, built by the Budd Company of USA. The first of these units ran trials in 1949 on the Pennsylvania Railroad. In latter years the RDC's could be found on just about all systems in the Continental United States. The railcars were designed for high speed running and fast acceleration, and able to work in multiple units. Australia has 8 RDC's (3 with ANR and 5 with NSWSRA). Whilst the ANR units remain essentially stock USA vehicles, the NSW units were constructed here, to US design, but with minor alterations to suit local requirements. Nonetheless, they still retain the familiar RDC style.

For many years now Athearn has had in its range a ready-to-run model of the RDC. The model is reduced in length from 85' to 73'6" to compensate for small radius curved layouts. The reduction does not detract from the model.

Under review is the body only, available as either full coach or coach/combine. The injection moulded styrene one piece body is crisp and sharp in detail, well within the high quality given by Athearn. Clip-in front windows are included, along with two sets of horns. Naturally the modeller will have to find his own way of powering this "body kit". Punchbowl Hobby Centre has one such method on display! The bodies are available in unpainted black or painted silver.

The price is right for ANR/NSW modellers to obtain a couple of these bodies to experiment with.

Allan Brown

VicRail 'VFNX' covered wagon in HO scale by Lima. Sample supplied by Southern Models, 63 Boothby St., Panorama, S.A. Price: $8.50.

This model was first released on the Australian market as a European covered wagon, and after representation from local modellers, was released lettered and decaled as the 'VFNX' (Tarp) covered wagon.

The 'VFNX' is officially described as a flat wagon with bulkheads and cover. It is a 19.202 m long flat wagon fitted with end bulkheads and 15 steel bows that slide on rails fitted to the edge of the deck. The bows are covered with a tarpaulin (in three sections) and, by sliding the bows to one end or the other, two-thirds of the deck space is accessible for loading/unloading. The wagon is painted in the usual V.R. red while the tarps are either yellow, orange or, once in use, one the many weathered shades of murky green or brown. 50 wagons were built at Newport Workshops in 1979, and coded 'VFNX' upon introduction to service, and numbered 1 to 50. It is adorned with the large 'VR' logo upon the side.

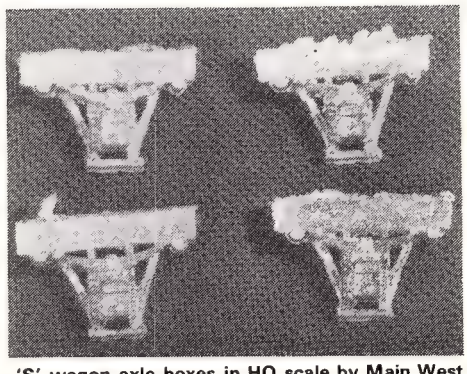
The model is unmistakably a repaint of the European model, but the 'V.R. VFNX' and the European model are remarkably similar in shape and style. As a VFNX the model is 5 mm short, the correct height and 2 mm too wide. It has too much underbody detail (that can be readily removed with a sharp knife), one steel bow too many and the exterior detail on the end bulkhead is incorrect but not too difficult to remove and replace, and the bogies fitted are the European style instead of the heavy duty roller bearing style.

As can be seen from the above details and the accompanying photo this model is remarkably close to a scale VR model. Detail is up to the usual (for Lima) crisp standard and while the VR logo is a little short and washy (in body) the painting and decaling is very crisp.

For the modern image modeller this is a fine model, which (more accurately) detailed without damaging the lettering or decaling. (An article on this simple 'kit-bash' will be printed in a future AMRM.) The Lima couplers which are attached to the bogies can be utilised or swapped with the bogies from under the Lima 'ELX'.

A repaint . . . Yes . . . but a model which represents the prototype closer than many (so called) true scale models on the market at present.

Bob Gallager



'S' wagon axle boxes in HO scale by Main West Models. Samples supplied by Casula Hobbies, Phoenix Plaza, Macquarie St., Liverpool, 2170. Price: $1.20.

The 'S' wagon is synonymous with the New South Wales railways, and most modellers would include at least one or two 'S' wagons in a roster. These days there are 'S' wagon kits (injection moulded) on the market which, for some, does satisfy the market for completed 'S' wagons. However, it does not cater for the scratch-builder, who wishes to build 'S' wagon based on Way & Works wagons, or any of the other 18' four wheeler vans that use the 'S' wagon style axle box.

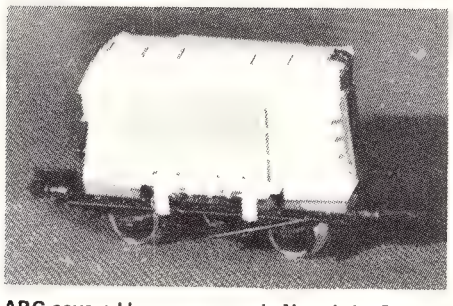
The axle boxes are metal castings which are well shaped and detailed and are accurate dimensionally. Generally, casting quality could be described as great for there is only a little evident flash. The journal support brackets are clean and distinct, but on two of the four castings there were casting defects that totally spoil the component for part of the spring has

not formed. To the serious modeller, and that is the modeller who would be prepared to purchase these components, this defect totally spoils the product. It is the view of this reviewer that the two defective castings should never have reached the packing stage, but should have been put back into the melting pot to form part of a 'complete' casting.

Fortunately this defect can be evoided upon purchase, for the components are packaged in a clear poly bag and can be clearly inspected for defects, thus avoiding disappointment. Defects aside these are fine components, and are provided with mounting stub. The axle hole in the rear of the casting is formed (2.4mm diameter, 1.7mm deep) and will accept brass bearings.

Summing up, a fine useful component, but watch the quality.

Bob Gallagher



ARC covered hopper wagon in N scale by Graham Farish. Sample supplied by Fybren Models, PO Box 88, Ivanhoe, 3079. Price: $6.25.

This 18'6" covered hopper is an injection moulded styrene model of a hopper widely used in the United Kingdom. The pre coloured moulding is superbly detailed with ribs, ladder and hatch detail. The hopper is fitted to a black four wheel underframe, the detail of which includes spring and brake gear.

The wagon is fitted with Rapido style couplers and metal rimmed tyres, which provide free rolling. The 'ARC' lettering has been painted on via the screen method and all wording is distinct, the only evident overspray being on the sides of the nameboard.

A fine little model, for use on a British based layout.

Bob Gallagher

VR logo decals for goods wagons in HO scale by Broad Gauge Bodies, PO Box 6, Marden, 5070. Price: $1.00.

A feature of modern VicRail vans is the large VR logo that adorns the side of the vans. BGB supply decals for the logos in white (No. 12) and black (No. 13), there being sufficient on each sheet to decal two vans, if application is successful.

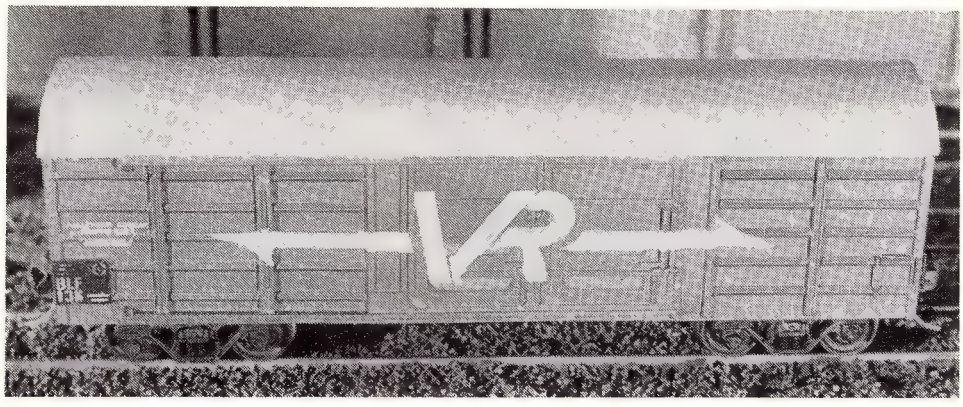
A VR van without the logo is like a steam engine without the funnel, which makes this style of logo essential in decal form. As supplied this decal can readily be cut from the master sheet in three sections and applied to the required van. Time and patience is the essential ingredience, for the decal film is strong enough for moderate handling but still thin enough to be inobtrusive over louvres. Caution must be highlighted, for once into position on the model and the water removed from under the decal it is impossible to straighten the decal. Time and Solva Set will make the decal sit down without breaking up.

Despite this being a well produced product (as good as any other on the market) it is not easy to use and this criticism is not aimed at the decal, moreso toward the design of the logo. It is gratifying that sufficient decal is supplied for two cars, for this reviewer is flat out getting one car out of two sheets. However, if BGB keep producing VR vans at a steady pace sufficient experience will be gained to avoid spoiling the decal. The point is that to gain best use of this product experience is required and the only way this experience can be obtained is to spoil a decal or two.

Bob Gallagher

V.R. VBBX/BLX or VBBY/BLF van kits in HO scale by Broad Gauge Bodies, PO Box 6, Marden, 5070. Who also supplied the sample. Price: $7.15.

In all, 129 vans of the BLX/BLF style were built at Newport Workshops in the early 1960's, and issued road numbers 23-151. No's 23-121 were built as 'BB' vans in 1961-62 while vans 122-151 were built as 'BLF' vans in 1962. In 1965 all vans were recoded to 'BLX' but when vans 121-144 were assigned to the palletised cement traffic in 1966 they were recoded to 'BLF'. Also in 1966 BLX 120 was fitted out for carrying palletised cheese between Rozelle (NSW) and Dynon (Victoria) for Kraft Cheese, the van returning to normal traffic in 1971. While the vans carry the normal VR red livery and the large VR logo vehicles used for cement traffic were clearly stencilled for those specific workings.



BGB 'VBBX/BLX' as supplied. It is detailed with the large VR logo available separately from BGB outlets.

As supplied the polyester castings were clean with very little flash. The pattern work on this model is very good. The kit assembles easily although it is necessary to reduce the width of the ends so as to get the van to the correct width to match the timber roof. To achieve a neat fit the floor also had to be reduced in width and length. Modellers are advised to take equal amounts off both length and width so as to "balance" the completed van.

Care must be taken when adding the sides to the ends for the brake end should be specifically positioned, one aspect that is not mentioned within the instructions. The BLX has a 12' door in each side both of which slide away from the brake end, so the brake end should be attached to the two panel section (from the door) of each side. The photograph illustrated in the instructions will help as a guide.

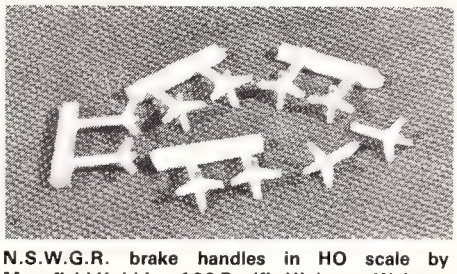
Using the recommended bogies fitted with 36" wheels the coupler height is correct for No. 5 Kadees. The preparation of the roof for painting became tedious as the timber supplied required a lot of filling, so a piece of typewriter paper was glued over the timber and the outside of the paper soaked with PVA glue. When thoroughly dry the roof was lightly sanded with fine wet and dry paper.

The kit is supplied with full decals for either the VBBX, BLX, BB, VBBY and BLF models and a number of numerals are provided to allow different numbering. The decals should be applied with care, especially the large 'VR' for, whilst the decal is made on strong, sturdy film, its basic size and design makes it hard to apply. It does help to ensure that there is adequate water under the body of the decal as it is slid into place.

To complete the kit to the standard illustrated in the photograph a total of 3½ hours was required. All components except the paint, bogies and couplers are included in the kit. Completed it scales out to within a few inches (scale) of the correct size. To date this has been the easiest BGB kit to assemble and the addition of the decals along with the improved quality of the photo in the instructions make this kit good value.

Another kit of good quality from BGB.

Graham Ball



N.S.W.G.R. brake handles in HO scale by Mansfield Hobbies, 100 Pacific Highway, Waitara, 2077, who also supplied the samples. Price: $2.00 pkt.

The introduction of the plastic kits onto the NSWR market has brought the availability of local prototype kits closer to many modellers and as with most modellers, many are striving to 'super detail' the assembled models, and gradually manufacturers are taking up the gauntlet and producing some of the desired detail.

The handbrake wheel (for NSWR rolling stock) is on virtually every piece of goods rolling stock and on many passenger vans. The cross-shaped wheel is on both sides of the vehicle and via chain, when turned it can release the brakes so that the vehicle can be moved for shunting purposes.

The wheel is attached to the frame of the vehicle via a bracket which also holds the release handle (which locks onto the rear of the wheel) which holds the brake wheel in the desired position, and allows the brakes of the vehicle to be returned to normal by the actuating of the release handle.

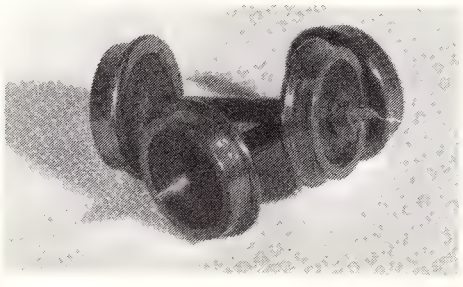
As supplied the brake handles are in a poly bag, there being 20 in the bag. The handles are cast in metal and are attached to a sprue via a 1.1 mm diameter shaft which could be used to attach the wheel through the holding brackets. The length of the spokes is 4.9 mm and they are 1 mm wide, and are strengthened by angled fillets at the rear of the spokes. As per the prototype the spokes angle out from the centre of the wheel, which is nicely detailed with a nut.

As supplied the brake wheels are slightly oversized to allow for casting (which was achieved without any deformed parts) but this is not necessarily a demerit. The individual spokes (thus being oversized) are very strong and are unlikely to get broken when the completed model is handled. For those modellers who require everying to be scale size it is possible to thin the spokes down (with a file) without losing too much of the built in strength, and to remove the thick attachment shaft and drill out the centre to fit a thinner shaft.

Sufficient parts have been included to detail ten vehicles, and it must be stressed that only the brake handles are included in this pack and there is no instructions for fitment of the parts. Despite these comments the addition of these components, suitable for use by all modellers, on the market, is not only welcome but the supplier should be encouraged to add to the range, so that modellers who choose to do so, can detail the plastic kits (or scratch built models) to a standard similar to kits or models from overseas.

A fine product.

Bob Gallagher



10.5 mm disc wheels in HO/OO gauge by Northyard. Samples supplied by Bees Hobby Centre, PO Box 144, Coburg, 3058. Price: $0.65¢ axle.

These nice looking disc wheels comprise metal axles and rims, and black plastic type centres. All the metal parts are chemically blackened. The metal rim, or tyre, is a prototypical scale four inches thick, and the flanges have a nice rounded profile with a generous fillet between the tyre and the flange. The axle ends are pin-pointed.

As supplied the wheels were not perfectly square on their axles but could be straightened with gentle use of a pair of longnose pliers. Some people have expressed doubt about the concentricity of North Yard wheels on their axles. Both of these pairs were checked in a lathe. One wheel measured 0.18 mm (0.007") eccentricity of tread relative to axle point, one 0.1 mm (0.004"), and the other two had no measurable difference. It is probably due to slight variations in the moulded plastic centres. I do not consider this degree of eccentricity to be unsatisfactory, unless one were unlucky enough to

get two wheels which were eccentric in opposite directions on the one axle.

Though the flanges were not a genuine RP25 contour the wheel dimensions were generally similar to the NMRA recommended practices. Tyre width was 2.75 mm, or nine scale inches. The relatively fine flanges were 0.7 mm deep and 0.8 mm wide. One axle was in gauge when measured with the NMRA standards gauge. The Wheel Check Gauge of the other measured 15.3 mm, slightly exceeding the NMRA maximum of 15.24 mm, but could be moved in on its axle. The minimum Back to Back measured 14.3 mm. The treads had a 3° coning leading into a good fillet radius. The running face of the flange had an approximate 30° taper, and while the rear face had no distinct taper the flange had a well rounded shape. The coning, fillet radius, front taper and rounded shape of the flange are indications that the wheels should give very reliable running.

The two millimetre diameter axles were pinpointed to the standard 55° taper and were 26.0 mm long, conforming in all respects with universal British and NMRA standards.

In conclusion these are finely made wheels that look good with their shallow flanges and have a well designed wheel contour. The eccentricity and gauge variation were really in the nit-picking category. They should prove reliable performers and are recommended.

Ross Hurley

N.S.W.R. Freight buffers for HO scale by A.M.R.I. Sample supplied by Casula Hobbies, Phoenix Plaza, Macquarie St., Liverpool, 2170. Price: $2.25 pkt.

A.M.R.I. has entered the 'small detail market' with turned brass N.S.W. freight buffers. They are quality brass turnings with no burrs or other disfigurements and are supplied in packets of twenty, enough to detail five freight wagons.

The A.M.R.I. buffers are almost identical to the St. George Hobbies buffers, released last year (funny that, as they are models of the same thing), in shape and size, although the face of the reviewed sample were similar in shape to the head of an escutcheon pin (and not flat), but perhaps this is being overcritical.

The buffers were easy to attach to both scratchbuilt and kit built models, but there are no hints to help unknowing (ie distance apart on model or drill size for the attaching shank), included with the buffers.

A.M.R.I. has added a quality item to the small detail market, where there is room for great growth in this section of the hobby market with the sorely needed items like brake handles and cylinders virtually non existent. (Enough soap boxing, Ian. Ed.)

Ian Thorpe

Railway Electrification in New Zealand, An Illustrated Survey by Rodger Redward. Published by Southern Press Ltd., Wellington. Copy supplied by Mail Order Models, 14/29 'Marsden', Grt. Western Hwy., Parramatta, 2150. Price: $2.00.

Electric railways account for only 2% of the NZR system and since 1956 have virtually remained stagnant, despite the abundance of cheap hydro-electricity and rising fuel prices in that country.

This book sets out to record the history of the electric railways, the equipment of the past and that still running today.

The book consists of 43 monotone photographs with well-detailed captions. There is a short introduction and technical information on locomotives and a list of electrified lines is included at the back of the book.

This book would be a handy addition to any traction enthusiast's library shelves.

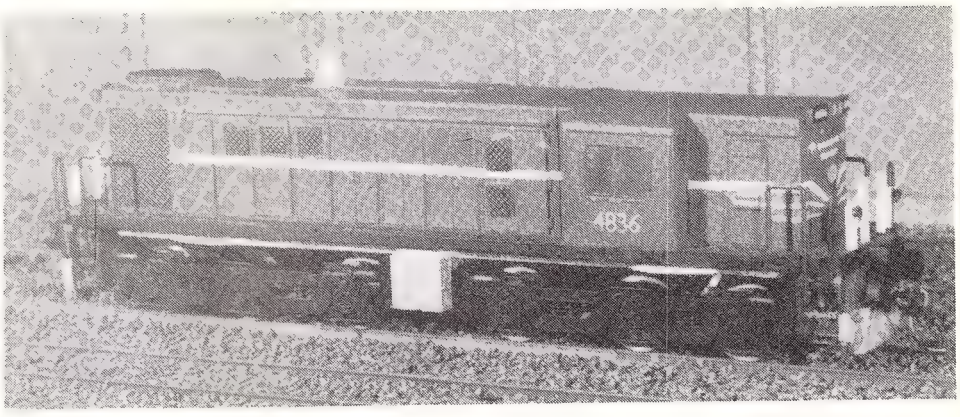
John Casey

N.S.W.G.R. 48 class diesel electric locomotive (ready-to-run) in HO scale by Casula Hobbies, Phoenix Plaza, Macquarie Street, Liverpool, 2170. Price: $135.00.

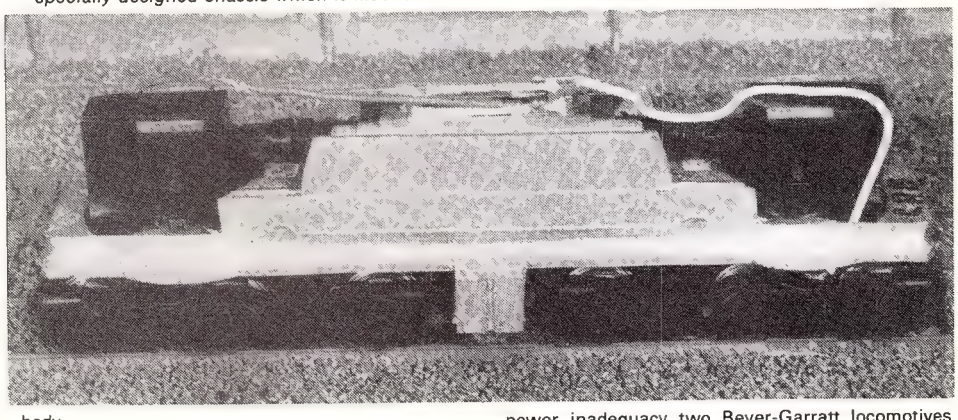
The basis for this model, another in the ready-to-run models (assembled from locally produced kits), by Casula Hobbies is the Friedmont Models 48 class kit, which is a polyester one piece casting.

The body kit has been cleaned up, pilots, steps, buffing plates, hand rails and multiple unit sockets added, plus a full paint job, complete with lining and numerals.

The body is fitted to a custom built/cast chassis to which is fitted Mehano 628 six wheel bogies and a Airfix Slimline five pole motor. The engineering of the chassis is unique in that it is a one piece (white) metal casting, complete with fuel tank, which has correct provision for the pivoting of the bogies and neat fitment of the motor. The chassis has been very professionally produced, and slide-fits into the loco



NSWR 48 class diesel electric locomotive by Casula Hobbies. The model is a Friedmont body fitted with a specially designed chassis which is illustrated below.



body.

Performance wise the model is first class, the weight of the chassis giving the four wheel drive bogies plenty of adhesion. It can be run at slow speeds very smoothly, using transistor controllers, and it has a very good turn of high speed (for those who continually run behind schedule) which is too fast for this class of locomotive. The loco hauled, at a slow speed, equivalent to 28 (four wheelers) up to a 1 in 30 grade without slipping. The freedom and clearance of the bogies allows the loco to go through No. 4 points and to clear the rear of the Kadee No. 5 couplers which had been glued, at correct operating height onto the body during assembly. The only restriction on the track proved to be on the catch rail of some Shinohara points, where the 14.3 mm to 14.4 mm back-to-back measurement of the driving wheels proved to be a slight restriction. (This problem can be remedied).

As complete this model is slightly oversized, a fact that is pointed out by Casula Hobbies. The overall length is correct, but body width scales out 6" too wide, while the hoods are 12" too wide, the body lenth 9" too short and the overall height 9" too high. Despite these dimensional differences the model does not look out of place as long as it is not placed alongside a scale sized 48 class.

The slightly overlength bogies eliminate the air tanks alongside the fuel tank, but apart from the lack of horns and some underbody pipe work the completed model could be considered well detailed.

As reviewed, the model is the pilot of what is planned to be a 'made-to-order' run, and the metal chassis had not yet been painted. The overall finish on the model was very good, and the numbering and linework, was very straight and clean in application.

While the cost of this model may seem high, it only reflects the cost of the individual components and the cost of labour to assemble and paint. It will no doubt proove to be a long running workhorse on a layout, for the basis of any working model is its mechanism, and this one has a very well constructed one, and its release around Xmas 1981 should give someone a happy Christmas.

Bob Gallagher

G42 — Puffing Billy's Big Brother published by the Puffing Billy Preservation Society, P.O. Box 156, Belgrave, 3160. Price: $

This book is basically a pictorial history of the Beyer-Garratt in Victoria, the range of photographs being complimented with some elementary text.

The 2'6" narrow gauge system in Victoria was worked from 1899 (the opening of the Whitfield line) until the demise of the system by the NA class Baldwin 2-6-2 tank locomotive. Like most railway systems traffic grew to such proportions that multiple heading was necessary. To overcome this motive power inadequacy two Beyer-Garratt locomotives were purchased from the Beyer Peacock works in the UK and the engines assembled in the Newport workshops.

The Beyer-Garratt locomotive is an articulated locomotive that has two engine units which support a common boiler between each unit. The wheel configuration of the Garratts, numbered G41 and G42 was 2-6-0 + 2-6-0. G41 went into service in 1926 on the Colac-Beech Forest line while G42 went to work on the shorter Moe-Walhalla line. When the Walhalla line closed in 1954, G42 went west to join G41 at Colac.

History shows that G42 is the sole remaining evidence of this unusual class of locomotive and this 64 page 210mm x 270mm book sets out to record some of the workings and the life of this loco, and the book succeeds. The range of photographs in colour and black and white cover the life period of the loco right from the arrival on the wharf to final resting place at Belgrave, where the Puffing Billy Preservation Society plans to put a fire back in the boiler. The proceeds of this book will no doubt help them achieve their objective.

For the modeller interested in the V.R. narrow gauge this book is a superb reference base, for not only does G42 and the 2'6" rolling stock feature in the photographs but the scenery and structures are recorded with meticulous detail.

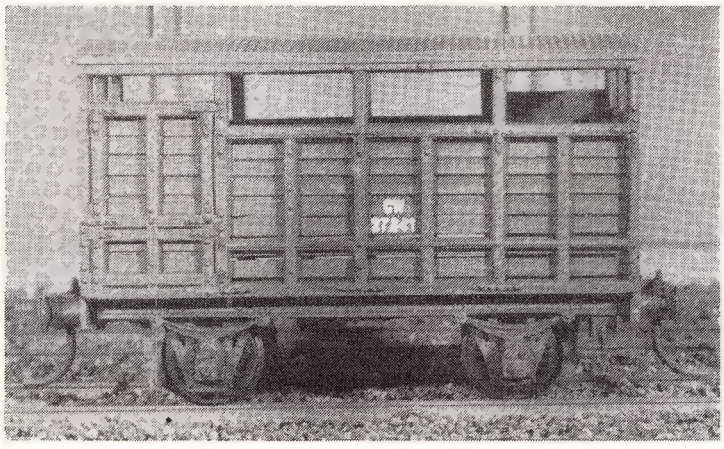
Another fine book on the Australian railway scene that would interest most enthusiasts.

Bob Gallagher

NSWR 'CW' cattle wagon kit in HO scale by Bergs Hobbies, 261 Church Street, Parramatta, 2150. Who also supplied the sample. Price: $8.50.

Stock has been carried by the railways virtually since the days they started running in Australia, and as Australia was/is a country that has a large number of sheep and cattle, transportation by rail has continued through the ups-and-downs of railway economy. In 1949 there were 2,950 stock wagons in service in New South Wales, 996 of them being four wheeled cattle wagons capable of carrying 20 head or 6 tons. In 1970 the number of stock wagons had reduced to 996 (338 of them being CW's) although the majority were bogie stock, and in 1980 the number had reduced to 569 (21 being CW's).

The four wheeled CW is a covered wagon with a timber superstructure on a wooden or steel underframe. The interior of the wagon is so built that the beasts are not damaged during transit. 18' long, the wagon is equipped with a single doorway in each side, the lower section hinging down, while the upper portion swings outward. A feature of the CW was the double roof which aided insulation from heat inside the van. (CW's were covered in AMRM, issue No. 74). A number of CW's were extended upward



Bergs 'CW' cattle wagon, decalled with MnJ decals [2301].

590mm x 475mm poster of 'XPT' by Tamworth Hobbies.

for the carrying of elephants for travelling circuses (this vehicle being covered in AMRM, issue No. 91).

The model represents the CW van that was built on or added to the standard 18' underframe constructed by various contractors during and after the Second World War. They were issued various road numbers but one group, built after 1949, was issued road numbers 27775 to 28024. The wagons were painted NSWGR grey, which weathered to an unusual shade of grey/white.

The kit is manufactured in Wales and supplied in a poly bag and is almost a complete kit. Included are injection moulded parts for the sides, ends, floor, roof, sideframes, brake hangers and shoes, buffer heads air cylinder, hand brake wheel and bracket, coupler supports (Triang style), wheels, bearings and a sheet of kit assembly instructions. Moulded in black plastic, the parts are nicely detailed and proportioned. Superstructure metal work, rivets/bolts and timber sizes are also well proportioned. Timber grain is not excessive; the buffer plates have attachment bolts visible, and the characteristic gap between planking is evident on the ends and the lower portion of the sides.

For this style of kit there is evidence of excessive moulding flash which must be cleaned off with a knife and file prior to assembly. By following the instructions assembly is possible, but a poorly fitted and out of square model which can hardly roll is the result, so a few modifications are in order.

Prior to assembly, dry fit the sides and ends. Assist marrying the joints together by increasing the taper on the ends of the planks (as well as reducing the length of one plank) and deepen the recess on the rear of the sides to allow the ends of the sides and the ends to fit flush together. It will not be possible to get any of the end planks to marry to the sides. Assemble the sides and ends, square the body and leave to cure. (I used MEK as the solvent).

Before assembling the underframe remove all flash as indicated in the instructions and regauge the wheels. (The wheels supplied are nicely proportioned spoked 10.5mm wheels which were at least 1mm over gauge). The wheels can be moved on the axles and when gauged to 14.5mm back-to-back measurement, check that the pinpoint are equal lengths (from the wheel face) and glue with ACC (super glue).

Very special care must also be taken when securing the axle boxes/side sills in place for a slight error in design has fixed the axle holes at different dimensions from the locating ridges on the rear of the side sill. Without adjusting this slight discrepancy the assembled wagon will have out of square wheels, which will retard free running. When assembled, fit the underframe into the body, thinning the width of the floor for a neat fit.

Fully assembled the wagon is well within accepted proportions, although the Triang coupler bar is a shade too high. For fitting Kadee couplers a section of 1mm thick styrene has to be fitted to the underside of the wagon floor and the headstock cut away to fit the No. 5 coupler. A 2mm section of .010" styrene will also aid the positioning of the hand brake wheel.

As designed, with Triang coupler bracket and too simple instructions, this kit is a disappointment when compared with similar types of kits from overseas. However, when compared with similar overseas kits designed for the Australian prototype market the kit is acceptable and anyone with a little experience in assembling those kits will not have too much trouble.

Despite some of the poor aspects of the assembled model, especially the poor fitting ends, the model does capture the character of the cattle wagon and the inclusion of all necessary underbody detail does make this kit value for money.

Bob Gallagher

Decals for New South Wales goods vans (2301) by MnJ Decals, who supplied the samples. Price: $1.00 sheet.

This sheet of decals supplies sufficient 'letter' codes to decal one (of each style) wagon of the LV, CV, ABV, PV, BCW, BSV, KKG and BKG vans as used on the NSWGR. All codes are white and are accompanied by a selection of numerals from which the road number of the van can be formed. An added feature on the sheet is the word 'Explosive' for use on the side of the powder van (PV). Letters and numerals scale out around 4" to 5" which is correct and the shape of some numerals is similar to the style used on the NSWGR.

The decals readily transfer from the backing paper to the model and appear to grip the surface well. A wise choice of prototype numbers will be necessary to allow each wagon code to be used.

Bob Gallagher

XPT poster by Tamworth Toyworld, 297 Peel St., Tamworth 2340, who also supplied the sample. Price: $3.00.

Very few rail enthusiasts would be unaware of the new 'XPT' Inter City train of the State Rail Authority of New South Wales. The first locomotive unit and a couple of carriages had a 'magical mystery tour' around New South Wales showing to the population of the state the new mode of passenger transport. This country tour was part of the lead-up to the 1981 State elections, and the train was used as part of the election propaganda.

On the trip to Albury the (half) train created a new (train) speed record in Australia when a speed of 185 kph was reached.

The photograph, from which the poster was produced, was taken as the train approached Ardglen, from the north. As produced in colour the poster captures the colour and lines of the 'XPT' and the photograph is limited to the 'XP' part of the train. Criticism, if any, that could be voiced at the poster is the slight darkness of the sky and undergrowth.

A well produced product that is also produced as a laminated poster ($6.00) or in a wood frame ($23.00). All prices do not include postage.

Bob Gallagher

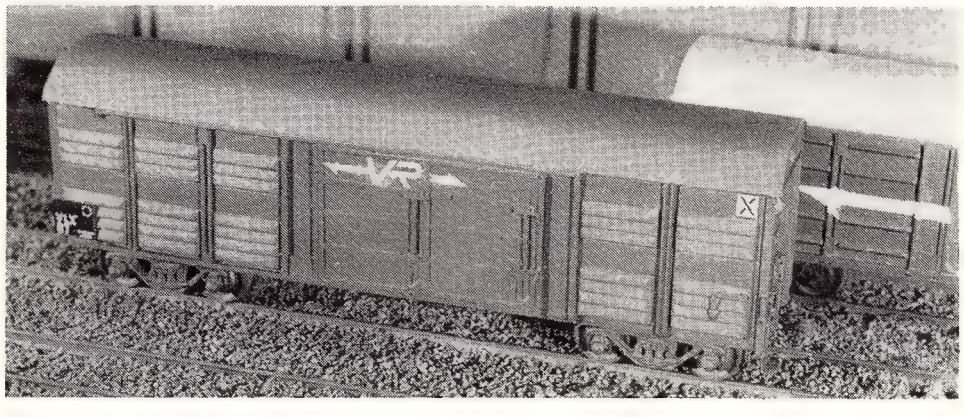
V.R. 'VLF/VLX' louvre van kit in HO scale by Broad Gauge Bodies, PO Box 6, Marden, 5070. Price: $7.15.

The VLF type louvre van entered service in 1962 and was the forerunner of the large class of vans that can now be seen all over Australia. They were numbered 1 to 87, and 99 to 135. Vans 88 to 98 entered service as VLX type as did further deliveries which were numbered 136 to 660. The vans coded VLF were recoded VLX in 1965.

With such a large class it is natural that variations occur, and the full listing of those variations will be covered in a future article in AMRM. It appears however, that the VLF entered service with a single vent in the end (roof space) and without vents in the sliding doors. It was also adorned with the small VR emblem on the door. In 1980 the class was recoded to VLCX, and in latter years the all red livery was changed to include a silver roof, with of course, the large VR logo on the side.

As supplied, in a poly bag with a card top, the kit represents the VLF style of van, as introduced, and the kit comprises polyester castings for the sides, ends, floor and roof ends, while a timber section is supplied for the roof, wire for handrails and brackets and styrene for shunters step. A highly detailed set of decals is included to detail the van as VLF 73 or VLX 67, but the number range can be changed for a set of extra numbers included on the sheet. The logo is the small (door) type.

This is a standard BGB kit with the usual features and drawbacks. Assembly is straightforward, following the instruction leaflets included. The only modifications found necessary were to reduce the width of the ends so that when assembled the roof overhangs as shown in the photographs. This modification to the kit also requires the floor to be reduced in width and care should be taken when reducing both the ends and the floor to file/sand each side of the part in equal proportions. Sandpaper affixed to a flat section of timber is a useful medium to



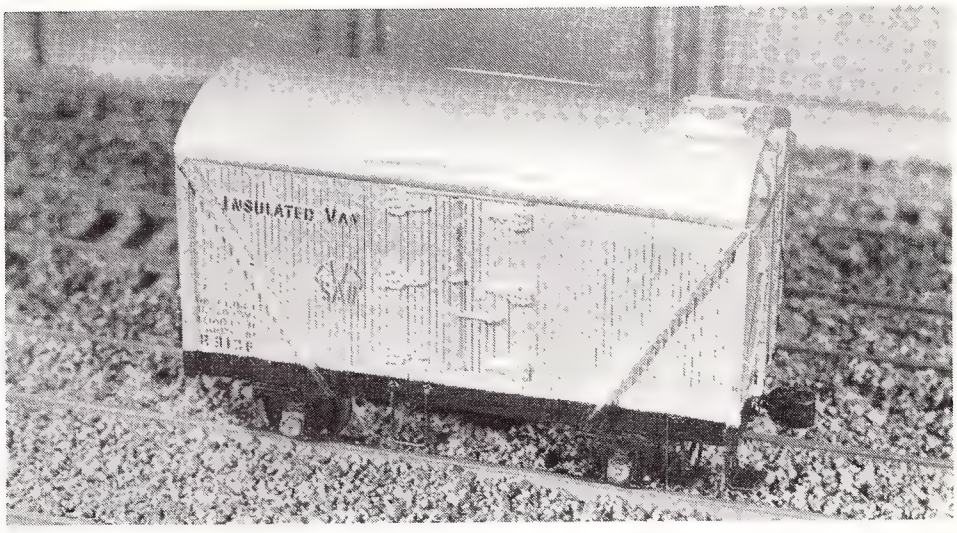
accomplish this work.

When doing final assembly care should be taken to ensure that the brake end is correctly affixed to the (two panel) ends of the sides. The roof timber will need filling and this can be avoided by covering it with a section of quality typing paper, and after fixing in place soaking the paper with PVA white glue, which after drying overnight should be lightly sanded.

The instruction sheets included in the kit are adequate for the task except they do not mention the correct location of the brake end. A page of photographs is included but two of the six pics are a little too dark to be of much value.

Fully completed, this kit makes up to a fine model well within scale requirements, which is equal to the high standard BGB has strived to maintain. It is not a difficult kit to assemble, and only bogies, couplers (Kadee No. 5 fit well), screws and paint are the required extras. The inclusion of decals make this kit superb for the beginner.

Graham Ball



VicRail tarpaulin decals in HO scale by Broad Gauge Bodies, PO Box 6, Marden, 5070. Price: $1.00.

To identify ownership of tarpaulins, most companies brand the tarps with an emblem or logo. The Victorian Railways are no different in this period of high costs and pilfering and the synonymous 'VR' logo can be seen applied to the yellow, orange or green tarpaulins used on the V.R. (A detailed article on V.R. Tarps will feature in a future AMRM).

As supplied the decal sheet is in a poly bag with a card top, while a suggested application schedule is shown on the underside of the flap. There are 18 decals on the sheet, each decal having an overall length of 18mm, is 4mm high and is black. There are sufficient decals to mark three 29' x 12'6" tarps. BGB decal film has been shown to be easy to use and the film slides easily off the backing paper after a short water soaking period.

Another fine product that will help to superdetail the many fine models on the market.

Bob Gallagher

VicRail Locomotives, by Railmac. Copy supplied by St. George Hobbies, 504 Rocky Point Rd., Sans Souci, 2219. Price: $1.50.

Another booklet in the rapidly growing range that covers the modern locomotives on the Australian railway systems.

This book covers the locomotives currently in service on the V.R. These included diesel electric, diesel hydraulic and electric locomotives and rail tractors. The layout of the book illustrates each locomotive with a clean, sharp photograph and a short passage of text describes some basics of each class.

As with other books in this range, this book falls down on the aspect of different body styles within the same class, and while the two 'X' class types and the three 'T' class types are illustrated, there is very little cross-reference from the short text to indicate the body style differences.

This aspect and a few minor errors apart, this is a well produced publication that is informative for the new enthusiast.

Bob Gallagher

SAR 4 Wheel R Class Insulated Van by BGB. Sample supplied by BGB, PO Box 6, Marden, 5070. Price: $5.55.

Sixty of these ice cooled insulated vans were made by the SAR between 1933 and 1944, and they were a familiar sight around Adelaide.

The kit is similar to previous BGB products; cast polyester sides, ends and floor, and requiring the addition of modified Peco wheels and axlebox assemblies. The roof is now a casting, containing the ice hatch and foot grip details.

Detail is kept to a basic level and is simplified in places. The solebar is cast in place but is recessed only slightly behind the sides, and the angle brackets, so pronounced and bulky on the prototype, are reproduced rather shallow and formless. Nitpicking perhaps but I do like my underframes to be as representative of the prototype as the superstructure. Brake shoe castings and instructions on fitting simplified brake rigging are provided.

Dimensionally the model is a good representative of the prototype. BGB kits are now provided with decals and the ones for this kit are first class reproductions of all the prototype markings. The model may be numbered as for the one shown in the photograph supplied, or a new number made up from the additional numerals supplied. Two red 18 inch piping shrike logos are included.

I used Selley's Acribond to assemble the kit. Take care to ensure that the top is kept absolutely flat when gluing the sides and ends together as the roof casting is a solid flat block and any gaps between roof and body would be unsightly. The angle strapping has produced very well, as is usual for BGB kits, but care in handling is needed to prevent pieces breaking off. My kit, for instance, needed a deal of filing to get the ends to sit far enough into the rebates in the sides and some damage to the strapping resulted.

The axlebox and W-irons assemble well following BGB's instructions though I have never been able to persuade superglue to be on very friendly terms with Peco plastic. This time I used five minute epoxy for the cutting and regluing with satisfactory results. I used a new arrangement in bearing placement for this model which resulted in very little end play and very free running with Mansfield's 10.5mm spoked wheels. The normal Peco bearing cups were pushed into the bearing holes first, followed by de-rimmed Maygib bearings. De-rimming was done by sitting the bearing in a hole in a piece of metal and striking the centre with an old round ended axle and hammer.

Handrails and other details need fashioning and fitting by the modeller as usual, and ladder stock should be included in the kits but was missing from mine.

The instructions contain a much improved photograph of a prototype van but as a whole they still lack professionalism and as such run the serious risk of ambiguity and lack of clarity, especially for the modeller with no other information about the prototype than that contained in the kit.

I particularly commend the fine decals supplied with this kit, and the model is a good addition to any SAR layout of the 1930's era to the present.

Ross Hurley

LITTLE TRAINS OF THOUGHT. Merv Smith and Ches Livingstone Whitcoulls. Price: $8.95 (NZ).

Unfortunately "Little Trains of Thought" is in great danger of being ignored by the vast majority of railway modellers. While perusing the shelves of the local library, I came upon this small volume, took one look at the cover and thought, as you may well have if you have noticed it at all, that a children's book had been wrongly shelved. Never was the old saying "Never judge a book..." more apt than in this case. Many children could well enjoy this little gem. But the book deserves a far wider audience. I now have one on my shelves, and it's not the Library copy!

Within the covers of this book the reader will discover humour, solid information, humour, tips, humour, hints and a handful of photographs of a masterly narrow gauge layout in New Zealand. Should any Australian railway modeller think he has problems locating specific railway items it might lighten his heart to read about the dearth of railway equipment across the Tasman. If you thought that the old line "I went to New Zealand once and it was closed" was a joke, read this little book. New Zealand appears to have been closed as far as model railways are concerned since World War II.

Now, included among my particular vices is an addiction to narrow gauge prototypes. "Little Trains of Thought" certainly concerns a narrow gauge layout. Don't let this sway you into thinking that this book is only applicable to narrow gauge modelling — nothing is further from the truth. I read in this book possible solutions to problems concerning scenery, trackwork and other layout areas that were encountered during deviant periods in my modelling career when 'HO' was the thing. In one darker stage when two of us encouraged several layers of 'O' gauge to wind their way up the garage walls many of the ideas in this volume would have been useful.

In short most of the reading in "Little Trains of Thought" is as applicable to the "fine scale" troupe as it is to the 'HO' '00' or any other fraternity. Smith and Livingstone hold up railway modelling for what it should be, regardless of age scale or gauge — a load of fun.

Peter Bindon

WALTHERS 1982 HO Railroad catalog. Copy supplied by McBees Hobby Centre, PO Box 144, Coburg 3058. Price: $8.95 plus postage.

Over the years the Walthers HO railroad catalog has gained the reputation of being the 'drool' book, that olde-style mail order catalog that in idle time one would leaf through, dreaming of what could be.

In the model railway terms this has become possible with the Walthers catalog for this family-based organisation has, over the years, built up a dealership where they wholesale a majority of model railway items that are available. The listing of all these U.S. based products in diagramatical or photographical form enables modellers to visualise what can be achieved with various items.

In recent years, Walthers have added colour sections to the catalog, as well as some selected overseas (for U.S.A.) manufactured products along with many guides that confirmed the sub-title given to this book 'Craft Train Reference Manual'. The catalog is printed yearly and offered at a low price to the public with current prices for items listed against the specific item.

The 1982 Catalog is in a way special for it celebrates the 50th Anniversary of the Walthers organisation, and a short section inside describes the history, the ups-and-downs, and ambitions of the organisation.

This issue of the 'drool' book is also special for its mammoth 576 pages list the wares of over 260 manufacturers, including some of the biggest from Europe, and the item price currently applicable in the U.S.A.

The modeller in Australia will find the Walthers catalog increasingly helpful for many hobby shops use it as a basis for ordering goods, and as many of the components and structures listed inside the volume have an appeal for modellers, no matter what their prototypical interest, the book will become a very useful reference source.

Generally it is wise to get a Walthers catalog at least every second year, but this volume is so great that it is a must. The full page colour photo of Sheridan, Colorado (a section of Malcom Furlow's narrow gauge layout) is sufficient reason alone to obtain the catalog so that the rear page can be removed and framed.

Bob Gallagher

N.S.W. VEHICLE COUNTDOWN — 24

In 1955, the N.S.W.G.R. had 1,987 'GSV' four-wheeled sheep vans in traffic. Today, this code is not represented in the N.S.W.P.T.C.'s revenue-earning fleet.

Paul Rogers

AMRM NEWS

Continued from page 33.

Bergs 'CW' kit (reviewed this issue). The main problem with this kit was shown to be the poor fitting ends, and we are pleased to advise that AMRM staff photographer, Graham Ball, has prepared some details to show how this problem can be overcome with the result being a good looking accurate van. Providing all goes well, this small article will be published next issue.

The story behind the BP tanker and the VFNX wagon

With many models there is often a reason why they are on the market, but with the Lima BP tanker and the VR 'VFNX' wagon, coincidence is the only term that could be used to describe that reason.

For years many modellers who peruse through catalogues had seen the 3 dome oil tanker in the US range of Lima models, and despite all enquiries local agents found it impossible to obtain the model for marketing in Australia.

In the late 1970's as Jouef models were being phased from the Australian scene, VicRail introduced a 'Prairie' wagon which was coded VFNX, a representative of which could be found in the Jouef range. The demand for this Jouef model became so heavy that the price doubled as the supply dried up.

Around this time Graham Ahern, an AMRM staff member, travelled overseas and promised to look out for some Jouef models. On this holiday Graham visited the Lima factory in Italy and not only found the existence of a 3 dome tanker but also a Lima version of the VR 'VFNX' wagon.

Samples of each were brought back to Australia and suitably decalled for local usage. Es Davies and Ian Thorpe worked on the BP tanker while Allan Brown detailed the VFNX.

There is little doubt however that the trip by Graham Ahern to Italy has been a major influence not only to the availability of some Lima models in Australia but also to the accuracy and detail significance on others.

Commercial News

In N scale probably the biggest news is the release of the Con Cor Budd RDC-1 (in powered and unpowered versions). Stocks are currently just hitting the shops at around $55.00 each for the powered version. Reputed to have at least equal pulling power to the Trix U-28 this is a nice little model which, with some modification, can resemble the local prototype. Ibertren's 44 look alike is now widely available at around $33.00. An article appears in this issue showing how to make an accurate model of a NSW 44.

On the local scene Weyco has released a white metal kit of a VR "S" class which, with a bit of work, should come up quite nice. Weyco have also released a GM/42 class version of their popular diesel, again in white metal.

British modellers in N scale are in for a feast with new and impending arrivals from Graham Farish. The range of structure kits which includes an engine shed, a goods shed, a signal box and a bungalow head the list which also includes a Class 37 diesel in blue and green liveries, a Class 47 diesel again in green and blue liveries, 63' bogie coaches in brown and cream livery and expected before the end of 1981 is British rail version of the HST 125 express intercity train, upon which the NSW 'XPT' train was based. Further details of these products will be reported as the items are reviewed.

For HO modellers (especially those interested in Australian models) the months of September/October saw the release of many models which has been long promised. Casula Hobbies released loco body kits, in epoxy, which included the NSW 422 and 80 class and the Australian National 'CL' class. All one piece bodies utilise various Athearn Mechanisms and further details will be reported next issue in Reviews. Also available from Casula is the new Rails North kits in the form of 'MLV', 'CLX' and 'OCY', all being well produced and detailed kits. But the 'OCY', being a one piece epoxy casting, would have to be recorded as the best kit yet from this manufacturer. Still with Casula, which seems to be coming the mecca for many NSW modellers in the western suburbs of Sydney, there have been a few samples of detail available which include the (Stephen Johnson) 'LHG' guards van, produced by Main West Models, and Stephen Johnson metal castings which include 'G' type bogies, 2BR bogies, 'S' wagon axle boxes and passenger car battery boxes.

Other products released in the past few months include the 'BHG' and 'HCX' one piece castings by Stephen Johnson Models at the Sydney Model Railway exhibition. The demand for the 'HCX' was so great the 50 odd kits sold out in 22 minutes. Fortunately more kits will be produced, in limited numbers, as time permits by Stephen Johnson Models and Main West Models.

ABL models, despite an injury to Laurie Lumsden, has been able to release some of the much awaited 'BD' kits. Mansfield Hobbies have added some new items to their range of local products including HO scale goods wagon buffers in turned brass (NSW) and NSW goods wagon brake wheel. Craftsman Models has released a kit for detailing the Lima 44 class (second series) front and rear skirts, and the release of the Z13 class kit is near.

On the Victorian scene, Broad Gauge Models have re-released the brass etched hand brake and shunters step kits and a station structure kit. Broad Gauge Bodies have continued production on all kits and has released one version of the 'VLF/VLX' kit as well as a South Australian goods shed kit. Both are detailed in the Review section of this issue.

While all these new items have been appearing, Rails North Models have advised the (temporary) suspension of production of the 'HGM/HGX' and 'MLE' kits, to allow more time to be devoted to production of the current run of kits. Both the 'HGM/HGX' and 'MLE' will be rerun as production time permits.

With all the activity from local manufacturers in the past few months it is surprising that there are still more new items due in the next month or so.

Berg's Hobbies have advised that to coincide with the release of the brass 'FS and BS' coaches brass vents and brass bogies will be made available separately. The proposed 40 class metal kit is progressing and will be released as soon as the New Zealand manufacturer completes it.

ABL Models are working on 'BD' kits and the release of the NSW '48' class model. The masters for this model were made by Stephen Johnson so detail accuracy is assured. On show at the Sydney Model Railway exhibition was a sample of Stephen Johnson's '400' class railmotor kit, it being based on '402'. It is expected that this kit will be released before or at the Chatswood (1982) exhibition.

Mansfield Models, while working on the brass diesel models, plans to release passenger buffers in cast metal. While mentioning cast metal, the boys at FSM, who seemed to have been very quiet lately, have advised that a new kit is pending. No, they will not advise what the kit is (not even confidentially) but will wait until production commences. One can only guess as to what the kit will be!

Camco Models have advised that production problems have delayed their stock wagon kits. Providing the problems can be readily overcome, they hope to release the first injection moulded kit before Xmas, it being a 'GSV' four wheel sheep van.

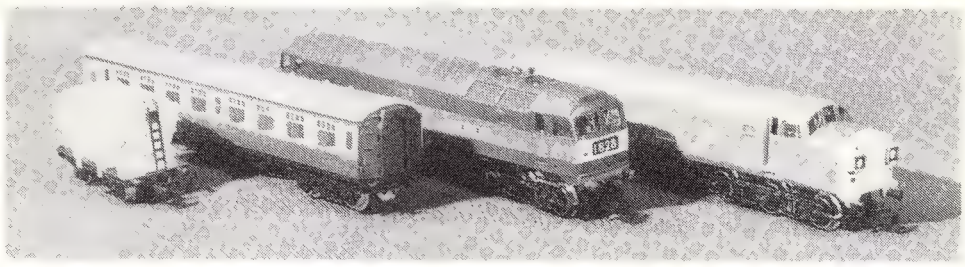
While on injection moulded kits, Trax Model Products advise that their next kit will be the MBC box van which later can be modified to a 'MB' or 'MRC' style. They still plan to add some super-detailing to their range in the form of brake gear but this is not on the 'coming soon' list.

As promised, Victorian Railway modellers will, by the time this issue appears in print (or a little later), be enjoying their first injection moulded kit in the form of a . . . wait for it 'GY'. Yes, a layout would not be V.R. without a 'GY' or two. Broad Gauge Models are the producers and as long as the 'GY' is a success there is more to come, and work is continuing on the masters. While samples of the 'GY' have not yet been sighted, the masters have been inspected and the extent of the detail, especially upon the underbody is surprising.

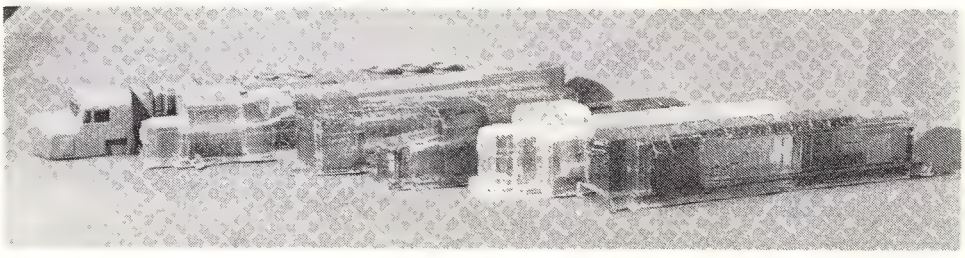
Not to be left out of new or projected models Broad Gauge Bodies is working on the 'ZF' guards van for VR modellers and the first samples of the kit should be released before these notes are read. Models for the future include the plain sided 'ELX' (featured in last issue of AMRM) and a V.R. structure (goods shed or station structure) is under serious consideration.

Main West Models, in conjunction with Casula Hobbies are still working on the 'MHG' and 'IHG' guards van kits and for the future, by arrangement with ATM, will release a '421' class, '40' class and a '43' class diesel body kit. All kits will be produced similar to the current range of diesel bodies (422, 80 & CL).

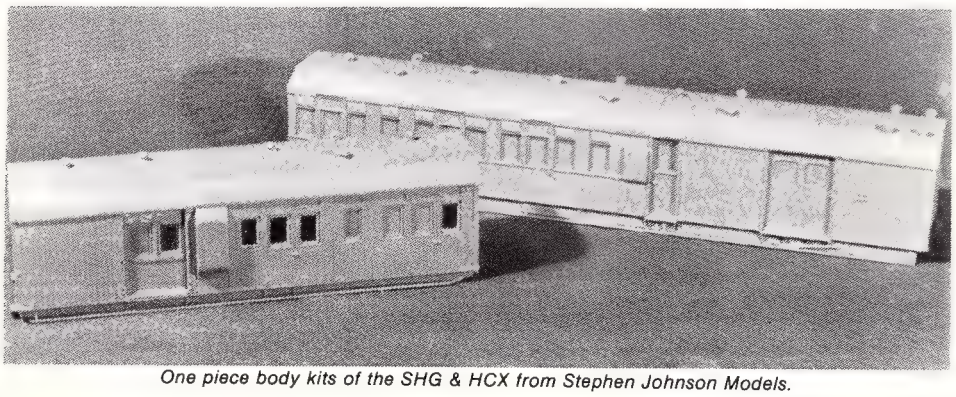
Casula/MWM are still working on Protype Z19 ready to run models with a wide selection of tenders. Another model in their repertoire is a ready to run 48 class, which comprises a Friedmont 48 class body mounted on a custom made chassis. There is little doubt that the numbers of these models will be limited for there is only 24 hours in a day and the Casula/Main West Models as a combination has a limited staff.



Latest models Graham Farrish, in 'N' scale. The 'ARC' covered hopper, British Rail 63ft coach, B.R. class 47 diesel and B.R. class 37 diesel.



VicRail diesel bodies by P.J.M. From left, 'C' class, 'X' class (2nd series), 'Y' class and the three series of the 'T' class.



One piece body kits of the SHG & HCX from Stephen Johnson Models.

BGB (Broad Gauge Bodies) advise that they will be releasing the SAR 'DWF' van with revamped doors (similar to those in service at present) and that decals will be included in the price of the kit. The SAR 'M' van decals are nearing completion and will be added to the kits with suitable price variation. More decals are to come from BGB which include Australian National tarpaulin marking sheets and a few more VR emblems. More details as samples come to hand.

New to the model railway scene is Rail Vic who have started off with a HO scale one piece casting of the V.R. 'B' class diesel. Cast in yellow fibreglass the body is designed to fit an Athearn mechanism and sells for $14.50. More details next issue when the model will be covered in the Reviews section.

On hand, awaiting review, is the full range of 'PJM' V.R. diesel body kits. These models are supplied as a one piece polyester casting, the quality of which is to be admired.

British Modellers are not missing out on the new models on the Australian market for Mail Order Models of Parramatta have imported samples of the exquisite 'Coopercraft' OO scale kits. While the kits are not limited to rolling stock some will be useful on Aussie style layouts. Samples of these kits will be reviewed in future AMRM's where no doubt the fine detail of these excellent British models with be shown.

Late news to hand — ABL Model Products advise that due to a residence move, the production of some kits will be suspended temporarily.

Prototype News

There is, within the Australian railway industry, great activity as the various systems upgrade equipment and track and most Australian prototype modellers are fully aware of the various happenings. There has however been a few important happenings that would interest most railway enthusiasts, regardless of prototypical interest, that being the colour (or livery) change on some of the systems.

Since last year there has been a number of changes which included the special painting of 4201 and 4836 (on the NSW system) into green and gold to celebrate 125 years of operation, and there has been the gradual changing of the nose on most NSW locomotives, which has the reverse colours applied. The modern 80 class now joins the ranks of changed livery for 8031, the first of the re-order has a yellow snout. A major change of course has been the change of Australian National to a green and gold livery, which is being applied to both rolling stock and locomotive power not only on the mainland but also in Tasmania.

Victoria has joined the ranks of changing colours and now has a 'B' class in a tangerine and silver livery, and while dwelling on colour we must not overlook the NSW 'XPT' (or 'XP' as it is officially coded) train which has introduced a very new image for the rather staid NSW system.

Many modellers are quickly applying the colours to models to represent present day operations, and once all the hue and cry has settled down, and the individual systems have settled on a definite application of the new liveries A.M.R.M. will strive to present a comprehensive coverage, hopefully in the January/February 1983 issue. Now that is, planning ahead.

The Year's End.

Well, 1981 is nearly over, and what a year it has been within the local prototype modelling scene. We have witnessed the consolidation of the injection moulded products from Bergs, Trax and AR Kits; unexpected growth of non NSWR style kits from Broad Gauge Bodies, while the cult NSWR modeller has been supplied with superb kits (nearing EMCE and Workshop 5 standard) from Stephen Johnson and ABL and the newcomer to the scene (who has virtually stolen everyone else's thunder), Rails North Models 'Rails' (as he is called by some) only came onto the scene in March 1981 and has managed to put eight first class kits onto the market, which has literally devoured all that has been made. Not since the days of Doug Bocking has the market seen such a prolific high quality producer.

The year has also seen new products from Bergs Hobbies in the shape of diesel kits and some consolidation and steady planning (for big things to come) from Broad Gauge Models and FSM. Various other manufacturers have added their bit to the market and St. George Hobbies and Mansfield Hobbies stand out here for their contribution to the small parts market.

Overseas there has been a change that places more responsibility on the local hobby shop for there has been a marked drop off of discount house advertising especially in the U.S.A. Modellers in Australia seeking the new items will now have to lean on his local dealer to get these new products into the local shops instead of seeing the demand being satisfied by individuals dealing direct to the U.S.A. by mail order.

On the exhibition scene 1981 has not been a great year, for although there were new layouts, the general standard of all on display has fallen from that which is expected. 1982 will see the re-appearance of a few 'old favourite' layouts and some more new layouts and hopefully the high standard of modelling in Australia will be displayed.

The year, however, must go down as the year when modellers of Victorian Railway prototype have made their mark, for many shops are now stocking a wide range of kits and models designed for the V.R. market and the specially produced components are selling well. So well in fact that the V.R. market will boast at least three brass ready-to-run locomotives early in 1982. So while 1981 may have been the year of V.R. modelling coming of age, 1982 will no doubt prove to be a testing time and maybe one that will prove its maturity, for providing the brass models are of a high standard, the V.R. modeller will have to get behind the importers and purchase his products, for if they do not sell there is very little chance that further brass locos of V.R. outline will be produced.

It is a proven fact that any specialist field of railway modelling is based upon a solid core of active enthusiastic modellers who put their support and money behind a manufacturer who produces the goods. This solid core allows further development, such as the injection moulded kit and other refinements that make the modelling of local prototype easier and more accessible to the general public. V.R. modellers now have the chance to prove that the V.R. as a modelling subject has the support and interest to be a force in the Australian model railway industry. A.M.R.M. will support this growth to the same extent that it has encouraged it over the past six years. Now it is up to the modeller!

While on the subject of growth, the small band of South Australian Modellers will be at their wits end in 1982 making the choice of which brass loco to buy, or maybe there will be a sudden drop in the Savings Bank deposit level as this very keen band of modellers once again will strive to prove that quantity of numbers is not necessarily the requirement for judging that a market has potential.

In closing off the year, may we at the Australian MODEL RAILWAY Magazine extend to all readers *"Season's Greetings"*. We hope we have been able to please you in 1981 and we promise to strive for higher quality in the months to come.

READERS SURVEY REPORT

In the July/August 1981 issue of the Australian MODEL RAILWAY Magazine, readers were invited to participate in a survey to select the most sought after or popular model in a number of different catagories, the only restriction being that the participator must be prepared to purchase the nominated model at **the current market value plus 15%.**

The categories were:—

1. Brass Locomotive in steam or diesel.
2. Plastic (ready to run) Locomotive in steam or diesel.
3. Locomotive kit (in metal or plastic) in steam or diesel.
4. Goods wagon (ready to run).
5. Passenger Car (ready to run).
6. Any other ready to run item.
7. Kit, goods wagon. Injection moulded or other.
8. Kit, passenger car. Injection moulded or other.
9. Kit, any other.
10. Any other products.

Unfortunately the survey form included some ambiguities which helped to nullify the results of some, especially in categories 7 and 8 where the results only indicated what injection moulded kits were required, the 'other' section (intended as the polyester/epoxy kit section) being virtually ignored.

While many conclusions and statistics could be drawn from the results, this report will list the basic results, and some comments thereupon.

Overall Replies.

Overall there were 171 replies to the survey, 11 for 'N' scale and 160 for 'HO' scale received to 31-10-81.

(These numbers may not seem large, but they were better than any other similar survey held by A.M.R.M.).

HO Scale.

Of the 160 replies received 70% nominated interest in N.S.W.G.R. prototype, 22.5% in V.R. prototype, 10% in S.A.R./A.N.R. prototype, 4.3% in Q.R. prototype and 0.62% (1 reply) in U.S.A. prototype, as well as N.S.W.G.R. Mathematicians will see that the above figures tally over 100%. The % differences is the number of replies which showed interest in more than one prototype.

Of the replies on 44.4% showed interest in nominating brass ready to run locomotives, 84.3% expressed interest in plastic ready to run locomotives and 61% in locomotive kits (46.9% of these wanted metal, 44.9% plastic and the remaining 11.2% would accept plastic or metal based kits).

1. Brass Locomotive

Steam: Out of 25 nominated classes the N.S.W.R. Z12 class topped the poll with 15%, the next most popular (polling 7.6% each) were the N.S.W.R. C36, D55 and Z20 class locos, and the V.R. K class. The most popular SAR loco was the 520 and the BB18¼ topped the QR poll.

Other loco classes receiving more than one nomination were D53, Z13, C35, Z17, D58, C38 from N.S.W.R. and G42, A2, N from V.R.

Diesel: Out of 19 nominated classes the N.S.W.G.R. 40 class topped the poll with 32%, followed by the 48/830 class of the N.S.W.G.R/S.A.R. with 12.8% the 41 and 49 classes of the N.S.W.R. both polling 8.5%. The T class was the most popular V.R. loco (4.25%) and the 900 class (6.4%) the most popular S.A.R. loco. The only other loco to receive more than one nomination was the 422 class.

The small number of replies received in this section could signify that many active modellers are no longer relying on the brass market to fulfil motive power requirements. (R.A.G.).

2. Plastic Locomotive

Steam: Of the 33 nominated classes the N.S.W.R. C36 topped the poll with 12.4% followed by the D50 and C32 classes on 7.46% each, the V.R. DD/D3 with 5.78%, D57 and C30 with 4.96% each and the AD60 (N.S.W.R.), S, K, X (V.R.) and 700 (S.A.R.) with 4.1% each. The only other classes to receive more than one nomination was the Z19, Z17, C38 (N.S.W.R.), J, A2 (V.R.) and RX, 520 (S.A.R.).

Diesel: Of the 25 nominated classes the N.S.W.R./S.A.R./A.N.R. 48/830 class topped the poll with 24% followed by the 422 class (13.5%), 40 class (8%), V.R. X and T (7.1% each) and the 421 and 47 class (5.2% each). Other classes receiving more than one nomination included 60, 43, 45, XPT, 49, 41, 73 and 442 (N.S.W.R.), 900 and 700 (S.A.R.) and the B of the V.R.

Plastic bodied ready to run appears to be very popular but it is disappointing to observe that manufacturers are showing a reluctance to produce steam outline models in plastic. On the diesel side it should not be surprising the most numerous diesel loco in Australia is the most sought after model, but then with its very narrow body hoods, it is a very difficult model to produce with an operational mechanism. It is interesting to note the prominence of the XPT (which was only test run during the survey) for it received mention in other sections of the survey. (R.A.G.).

3. Locomotive Kit

Steam: Out of the 34 nominated classes the V.R. K class topped the poll with 9.2%, followed by the N.S.W.R. C32, Z12 and C36 classes polling 7.2% each, the D57 class with 6.2% and the N.S.W.R. Z20, AD60, Z13 and V.R. D3 all polling 5.1%. The most sought after S.A.R. loco was the RX class. Other loco classes receiving more than one nomination were C38, D50, C30 from the N.S.W.R. and the J and A2 class of the V.R.

Diesel: Out of the 27 nominated classes the V.R. T topped the poll with 10.8%, followed by the N.S.W.R. 40 on 9.6%, the N.S.W.R. 47, 442 and 'CPH' with 7.2% each and the N.S.W.R. 41 and 422 with 6% each. Other classes receiving more than one nomination included the N.S.W.R. 49, 80, 48, 421, V.R. B and Y and the S.A.R. 500 class.

One observation from this poll is that mahy of the sought after models are already available as kits, and it is interesting to note that, if the kit available is plastic based, the reader nominated a metal based

kit and vice-versa. The surprise of this poll is the CPH railmotor, which polls well in other sections. (R.A.G.).

4. Goods Wagons (ready to run)

65.6% of replies indicated an interest in this section, and of them two vehicles (or two style of vehicles) stood out from all others, they being the N.S.W.R. GSV/BSV (four and bogie sheep vans) polling 17% followed closely by the V.R. 'GY' open wagon. Most replies listed the sheep vans as a group.

If groups of wagons were collectively polled together the coal hopper group (from the N.S.W.R.) polled 16.2% the most popular style being the BCH. Other wagons that received more than two nominations were VLX (V.R.) and the N.S.W.R. S, WHX and BCW.

There were 45 different nominations in this section, many of them being specialist vehicles which may not receive sufficient modeller support to warrant manufacture. The selection of the N.S.W. sheep vans and the V.R. 'GY' open wagon reflects the popularity of both styles of wagons, for both ran in great numbers on their respective systems. (R.A.G.).

5. Passenger Car (ready to run)

68.7% of replies showed interest in this category and 35 classes or groups of cars were nominated. The poll showed interest in groups of cars and the N.S.W.R. HUB cars polled 13.6%, closely followed by the FS/BS cars with 10% and FO/B1 cars with 9% and the V.R. 'E' cars with 7.2% of poll. Other groups to poll well included the N.S.W.R. 'L' cars and RUB cars and the V.R. 'W' cars each group polling 5.4%.

As an individual car the MFE car of the N.S.W.R. topped the poll with 6.3% of the poll, and only the N.S.W.R. LFX dog box receive any real support.

The result of this poll could be a good guide for manufacturers (like LIMA) who are seeking long term plans. The popularity of the MFE car as a single unit must reflect the popularity of the Lima six wheelers currently on the market. (R.A.G.).

6. Any other ready to run item

48% of replies participated in this category which was aimed at giving readers the opportunity to indicate if there was an interest in anything else than locos, goods wagons and passenger cars, and the replies showed an interest over the railway sphere including motor cars, locos, other goods wagons, brake vans and rail motors. (R.A.G.).

The most widely polled item was the N.S.W.R. railcar set of the 600/700 style, which polled 23.4%, the only other significant item being the N.S.W.R. CPH railmotor with 6.5% of poll.

7. Kit, goods wagon. Injection moulded.

58.8% of replies showed interest in this category nominating 50 different vehicles, most receiving only one or two nominations. The most popular vehicles were the N.S.W.R. BCH coal hopper with 8.5% followed by the N.S.W.R. MLV and LV and V.R. GY each receiving 5% of poll.

The diverse number of vehicles nominated in this category eliminated any specific vehicle for a manufacturer to include in his forward plan, but it is interesting to note that three of the vehicles that received any significant interest have been nominated as future models from three manufacturers. (R.A.G.).

8. Kit, passenger car. Injection moulded.

63% of replies showed interest in this category 17% polling for the N.S.W.R. FO car, 12% for the V.R. 'E' cars, 10% for the RUB/HUB cars and 9% for the R cars, the latter two from the N.S.W.R. 29 different vehicles or groups of vehicles were nominated including rail motors (Derm, 600/700, CPH, Walker), XPT, dogboxes from S.A.R. and N.S.W.R. and mail vans.

The interest reflected here confirms the popularity of certain vehicles shown in category 5. (R.A.G.).

9. Kit, any other.

This section was included to enable participants to express the need for kits for objects other than those listed and over 100 different nominations were received, displaying interest in such items as structures, signals, railmotors, guards vans, mail vans, diners, turntables, water towers, shops, containers, etc., etc. Future issues of A.M.R.M. will include a comprehensive list of nominations.

10. Any other product.

This section was included to invite recommendations for items considered necessary in the hobby, and not yet available. The response was overwhelming, and a comprehensive list will be compiled and published in a future issue of A.M.R.M.

Continued on page 54.

MODEL RAILWAY CLUBS in AUSTRALIA

Listed below are the Model Railway clubs active in Australia and seeking new members.

Intending new members should contact the club secretary for further details.

Clubs seeking listing within this column (which will be published yearly, in the November/December issue) should send relevant details to 'Club Listing' SCR Publications, PO Box 235, Matraville, 2036 prior to the deadline of October 1, 1982.

NATIONAL ASSOCIATIONS

Australian Model Railway Association. Federal Secretary: Norm Read, 3 Augusta Street, Strathfield, 2135. Active Branches in N.S.W., Victoria, Queensland, and Western Australia. A quarterly magazine is produced, along with standards and other information to help the beginner.

Southern Cross Model Railway Association. Secretary: Trevor Moore, P.O. Box 317, Epping 2121. Active branches in N.S.W., Victoria and Queensland. A bi-monthly magazine is produced (AMRM), along with standards and recommended practices to assist all modellers of all prototype.

NEW SOUTH WALES

Australian Model Railway Association, N.S.W. Branch. Clubrooms at Chapel Lane, Rockdale (Ph. 591899), meetings 1st and 3rd Saturdays (2pm-5.30pm) and 2nd and 4th Fridays (7.30pm-11pm) of each month. Secretary: P.O. Box 194, Rockdale (B. Norton, 7997924 a.h.). Speciality: All scales and prototypes catered for.

Canberra Model Railway Club Incorporated. Meetings at members' homes on the 2nd Thursday of the month at 8pm. Secretary: P.O. Box 497, Civic Square 2608. Speciality: Predominately HO, Aust, British, American.

Dubbo Model Railway Club. Meetings at the rear of Morgan's Hobbies, Boundary Rd., Dubbo on Tuesday evenings at 7.30pm. Secretary: M. Miller, 95 Jubilee St., Dubbo (068 891547 a.h.). Speciality: Modular construction HO layout — Australian prototype, N gauge layout under construction.

Epping Model Railway Group. Meetings in the Epping district on Friday evenings at 8pm (two or three times a month). Secretary: G. Davis, 2 Paisley Place, Carlingford (871 2027). Speciality: Club layout is HO scale N.S.W. prototype; however other scales and prototypes welcome.

Goulburn and District Model Railway Club. Meetings at the club premises, Goulburn Workers Club Arena, off Hume Highway, Goulburn each Friday evening at 7.30pm. Secretary: J. Murkin, 39 Rhoda St., Goulburn (048 212412). Speciality: Modular HO layout under construction. NSW, American and European prototypes.

Lionel Collectors Club of Sydney. Secretary: B. Veale, PO Box 6, Ramsgate 2217. Speciality: Collecting Lionel 'O' gauge trains.

Nepean Sub Branch of the Australian Model Railway Association. Secretary: M. Guest, 31 Birch St., St Marys 2760 (02 623 5912).

Prospect Model Railway Club. Meetings at Jam Factory, Roper St., St Marys 2760 on the 2nd and 4th Saturday afternoons of each month. Secretary: G. Archer, PO Box 357, St Marys 2760 (02 621 3979). Speciality: Building a large HO layout, mainly U.S. prototype.

Southern Cross Model Railway Association, Eastern Division. Meetings at members' homes on the 2nd Saturday of each month at 2pm. Vice President: G. Giraldi, 322 Elizabeth Drive, Mt Pritchard 2170 (02 602 3117). Speciality: All scales and prototypes welcome.

Sydney Model Railway Society. Meeting every Monday night (except Public Holidays). Secretary: D. Sherring (02 579 4664).

Sydney N Gauge Model Railway Club. Meetings monthly on Saturday afternoons. Secretary: G. Hopkins, PO Box 4, St Leonards, 2065 (02 450 1033). Speciality: N scale in all prototypes, including No. 3.

Warrimoo Model Railway Club. Secretary: C. Burne, 14 Euroka Rd., Glenbrook 2773. (047 39 2423). Speciality: HO scale Australian prototype.

Wollongong Model Railway Club. Meetings at 71A Campbell St., Wollongong 2500. Secretary: L. Spence, 53 Springfield Ave., Figtree, 2525 (042 71 5386). Speciality: Large HO scale layout, Australian and American prototype.

QUEENSLAND

Australian Model Railway Association, Queensland Branch. Meetings at clubrooms, Old Refreshment Rooms, South Brisbane Station on the 2nd and 4th Thursday nights at 7.30pm and 3rd Saturday (1.30pm) of each month. Secretary: B. Mawson, 8 Woburn St., Woodridge 4114.

Model Railway Society of Mount Isa. Meetings: Queensland Railways Social Club, Tulip St., Mt Isa, every Monday at 8pm. Secretary: P. Wotley, 3 Swan St., Mt Isa, 4825. Speciality: Predominately HO scale.

Railway Modellers Club of Queensland. Meetings on the 2nd Saturday of each month. Secretary: I. Bird, 28 Avington St., Kaperra, Brisbane (351 1528).

Rockhampton Model Railway Association. Meetings at Room 2, Walter Reid Cultural Centre, cnr. Derby and East St., Rockhampton 4700 every Tuesday evening. Secretary: G. Merritt, 9 Duffy St., North Rockhampton, 4701. Speciality: HO & N scale layouts.

Southern Cross Model Railway Association, Queensland Branch. Meetings 2nd Saturday of each month. Vice President: B. Turner, 15 Aberfoyle St., Kenmore 4069 (07 378 7683). Speciality: All scales and prototypes welcome.

Union Pacific Model Railway Club. Meetings at clubroom (below and at rear of) Holland Park Bowling Club, 49 Abbotsleigh Rd., Holland Park, Brisbane, every Tuesday night at 7.30pm. (Visitors welcome but contact Secretary first.) Secretary: A. Wilson, 9 Douglas Rd., Rocklea, 4106 (07 277 7225). Speciality: HO scale to NMRA standards.

SOUTH AUSTRALIA

Adelaide Branch Line Operators. Meeting every Monday evening at Port Adelaide, West Croydon or Belair. Secretary: P. Fehlberg, 212 Old Mt Barker Rd., Aldgate (08 339 2916). Speciality: Operating HO scale layouts.

Adelaide Model Railway Society. Meeting at Stirling in the Adelaide Hills on the 3rd Wednesday of each month. Secretary: R. Juttner, 7 Gannet Ave., Glenalta (08 278 3782). Speciality: HO modellers.

Australian National Institute Model Railway Society. Meeting at Lounge Car AF26, Railway Yard, Port Augusta on Wednesday nights at 7.30pm. Secretary: E. Riding, 1 Litchfield Crescent, Willsden, Pt Augusta, 5700 (423858). Speciality: Model Railways.

Blue Lake Model Railway Club. Meets monthly on Sunday evenings. Secretary: A. Balnaves, Penola, S.A. (087 37 2239).

The Marklin Model Railway Club of South Australia. Meetings at Windsor Avenue Hall, Windsor Ave., Woodville Park on the first Sunday of each month at 3pm. Chairman: H. Simon, 23 Harvey Street East, Woodville Park (08 45 1219). Speciality: Marklin (15vAC) equipment.

South Australian Railway Modellers Association Inc. Meetings at clubrooms on Australian National land at Mile End on the 2nd Wednesday of each month. Secretary: N. Potter, 23 Vingara Drive, Dernancourt (08 261 0924). Speciality: HO scale modellers.

Whyalla Model Railway Society Inc. Meetings at clubrooms in Fisk Street, Whyalla Norrie, every Tuesday night at 8pm. Secretary: Mrs. J. Phillips-Smith, PO Box 729, Whyalla (086 45 0679). Speciality: HO scale layout.

VICTORIA

Australian Model Railway Association, Victorian Branch. Meetings at clubrooms 92 Wills Street, Glen Iris on Thursday nights at 8pm and Sundays at 2pm. Secretary: J. Harry, 68 Lahona St., Bentleigh East 3165. (03 57 4406). Speciality: All scales and prototypes welcome.

Croio Model Railway Club. Meeting at the D.W. Hope Community Activities Centre, The Boulevarde, Norlane, Geelong every Wednesday evening at 7.30pm. Secretary: G. Evans, 25 Matlock St., Herne Hill, 3218 (052 783881). Speciality: Mainly HO with a little bit of N.

Eltham Model Railway Circle. Meeting at Penton Hills on the 3rd Monday of each month at 8pm. Secretary: I. Deans, 19 Tower Drive, Greesborough 3088 (03 435 0437). Speciality: Building a modular layout.

Flinders Model Railway Society. Meetings at members' homes on the first Saturday of each month at 2.30pm. Secretary: B. Briggs, 27 O'Shannessy St., Nunawading 3131 (03 878 9003). Speciality: Building of Victorian & NSW models in HO & O scales.

Mornington & Mt. Martha Model Railway Club. Meeting at clubroom, Mt Martha House, The Esplanade, Mt. Martha, 3934. Secretary: N. Whiteman, 5 Lorikeet Court, Mornington 3931 (059 75 4143). Speciality: HO & N scales in all prototypes.

Southern Cross Model Railway Association, Victorian Branch. Meetings on 2nd Saturday of each month. Vice President: D. Gawthorn, 122 George St., East Doncaster 3109 (03 8483167). Speciality: All scales and prototypes welcome.

Sunbury Model Railway Club. Meetings at Cosmos Building, Barkly Street, Sunbury 3429 on the last Friday of each month at 8pm. Secretary: M. Herman, 83 Anderson St., Sunbury 3429 (744 3720). Speciality: The development of 'Sunbury' layout.

WESTERN AUSTRALIA

Australian Model Railway Association, West Australia Branch. Meetings at clubroom, Meltham Railway Station Buildings every 2nd Monday and Wednesday nights at 8pm and every 2nd Saturday at 2pm. Secretary: J. Martin, PO Box 60, Maylands 6051. Speciality: All welcome.

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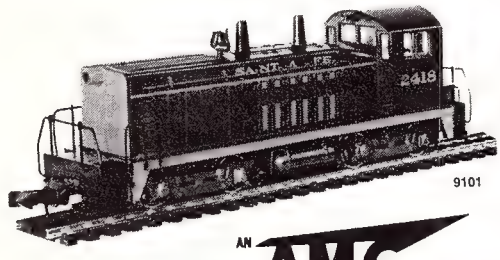

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READERS SURVEY REPORT.

Continued from page 52.

'N' Scale

Of the replies 70% nominated N.S.W.G.R. prototype, 20% V.R. prototype and 10% S.A.R./A.N.R. prototype.

The replies were so few that it eliminated the possibility of any conclusive result. Only one reader sought a brass ready to run loco, whilst all sought a plastic loco. The most popular steamers were the C32, C36 or C38 class with R, N and C30s also being mentioned. In the diesel class the 48/830 class loco was most popular, closely followed by the 422 class.

In the kit loco section numbers were evenly divided between metal or plastic and only the 48/830 class diesel loco had any significant support. The remainder of the survey was too scattered to field any results, but the call for N scale decals came through loud and clear.

Although the survey was aimed at HO scale modellers, N scalers were invited to participate, but it is strongly felt that the small numbers does not really signify the true involvement of N scallers. (R.A.G.).

Comments.

Despite the relatively small number participating, the response was considered successful. Australian modellers have always shown their reluctance to become involved, and the number of replies received exceeded any previous survey. The results, in some way, were predictable and the popularity of many items reflect the numerical popularity of the said vehicle on the prototype.

Many readers took the opportunity to make comments, on various aspects of the local modelling field, and some of these will be printed, as space allows, in future issues. We thank all those readers who took the time to express their viewpoint.

R. A. Gallagher
Managing Editor

THE BEGINNING OF A GROUPIE

A personal account by Chris Main

It is hard to say just when the change takes place which turns an individual into a 'Model Railroader'. It is probably even harder to say when friends become a group or a group becomes a Club unless a conscious decision is made to seek out possible members. This process has been under way in the Panania area of Sydney's suburbs.

Over several recent years, a group of friends who attended the same Church developed a common interest in modelling. Two or three of us have been modelling in various scales and styles for some years — including On 2½ Victorian Railways and HO Trams based on Adelaide prototypes. Most had some limited experience with proprietary HO/OO train sets, but the idea of 'serious' modelling was a new and novel concept for them.

The growth of interest was gradual. Conversation and visits led to the purchase of track and rolling stock and the resurrection of old equipment. Individuals began making their own layouts for their own pleasure and sharing ideas and literature. Since space limitations and other restrictions were similar for most, "N" scale was chosen for these layouts, although not as a conscious group decision.

The existence of several layouts in a compatible scale was almost too much of a temptation. On the occasion of celebrations in Port Kembla over the October long weekend in 1978 & 79 and for a Fete in Campbelltown we put the layouts together to produce a connected large layout. Although this was very satisfying to us and to the people who came to watch, the unit was not really designed to operate properly as an exhibit.

As a result a decision was made to consider building a 'club' layout suitable for both exhibiting at Church Fetes and similar occasions and for our own use. Over recent months a series of decisions have been made to achieve this. These may be summarised as follows.

1. 'N' scale with at present Rapido couplers should be used.
2. Any layout should be portable easily to enable exhibition and work on sections in individuals' homes.
3. To this end 600 by 1500 'L' girder self supporting units were designed by Keith Main to create a layout space which would be usable within a standard garage yet allow use elsewhere.
4. After discussion, a layout design was created and a model of the layout constructed to test proportions and ideas. After some modifications we decided to go ahead. The layout was designed to meet the following criteria;
   (i) sufficient double track main to allow continuous exhibition running and also provide a 'rest of the railway' for when we were not on show.
   (ii) a single track branch to give 'operation' potential when not exhibiting and variety when we are.
   (iii) transistorised momentum control.
5. Australian prototype is an aim although not obligatory. As a result an Australian line was chosen as inspiration. The line from Unanderra to Moss Vale is a single line connecting two heavy traffic lines and carrying CPH railcars and interstate freights — what possibilities!! Trackwork includes some unique pieces such as at Dumbarton and some fascinating scenery. The results are shown in the diagram.

Over the last few months these ideas have slowly been crystallising until in just the last few weeks a working bee has seen the start of baseboard construction. No deadline for completion has been set, but planning of stages and tasks is progressing.

A pleasant addition to our programme is a group trip over the lines to be modelled. This is only achievable in one day on a Saturday but gives an excellent way of viewing this line, much of which runs through Water Board Catchment. Even more, not only the 10 or so regulars are going, but assorted spouses and others until we have a party of over thirty.

Why write all this? We are not seeking members or trying to advocate any particular style of modelling. Instead we wish to just share the growth of a group of modellers, to show that there are others 'out there', sharing ideas and helping each other.

BINDERS FOR AMRM

The binders are available from some hobby shops at a recommended retail price of $5.50. Or by mail order from SCMRA Eastern Division at $4.95 plus postage. Postage and packing in NSW is $1.80 for up to four binders and $2.30 for up to nine binders. For readers in other parts of Australia postage and packing is $3.70 for up to nine binders. A name sheet is supplied free with each order. The binders will accept most other model railway magazines.

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McBEES NEWSLETTER
For some years now we have been sending copies of our Newsletter to a small list of readers. With the introduction of our computer we are now in a position to increase our 'circulation'. If you would like your name included on our mailing list please drop us a line. Include a few details of your main interests , scale and prototype modeled etc. There is no charge or obligation involved.

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1018	Classification Light and access door for SD7	[4]	$2.40
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6302	Superior Panel Freight Car door. 6' x 8'3", 6 panel for 40' boxcars		$4.00
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*****
To all the readers and staff of AMRM we wish a Merry Christmas and health and prosperity for 1982. We thank you for your support for yet another year. Peace!
*****

BROAD GAUGE BODIES (BGB)
VicRail VLF/VLX early version with non-vented door and only one vent on each end. Decals included with choice of 2 sizes of small VR's - not the modern large emblem $7.15
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SAR 'Tantanoola' Goods Shed complete with platform. $15.95
ALL BGB kits are still available write for complete kit and Decal price list.
We also have the full range of TRAX kits of NSW prototype and the excellent AR KITS GLV/GLX louvre van injection moulded kit at $4.95. See the review of this kit in the October AMRM.

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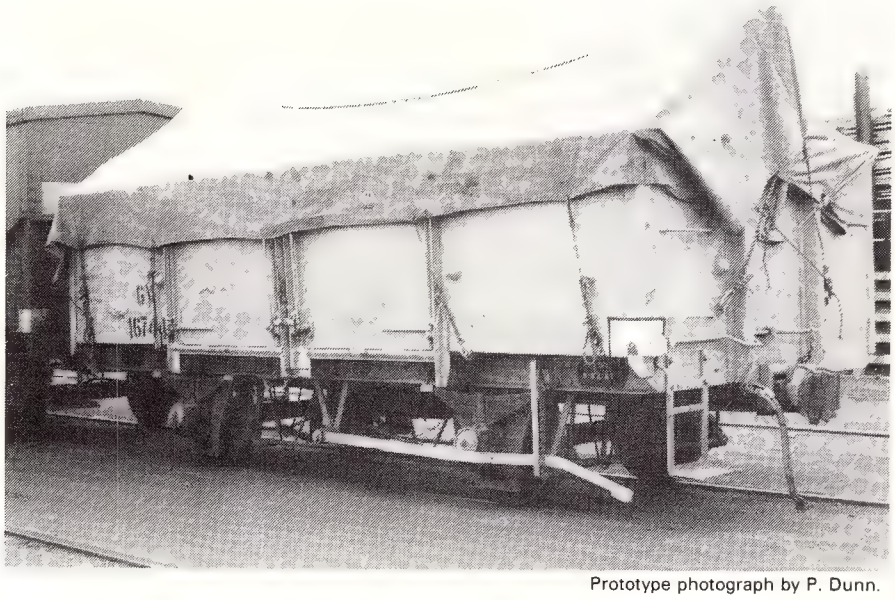

Prototype photograph by P. Dunn.

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Kit includes underbody detail and wheels.

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FSM

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Meanwhile, all our Kits, Z18, Z24, Z25, C35, D53, D55, SMR 10, C38 Streamline Conversion & C38 Tender, are all available as normally and many be ordered by post. Prices quoted in the October 1981 A.M.R.M.

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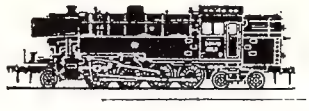

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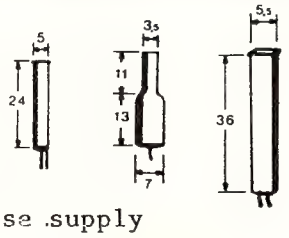

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RBS	N.S.W. Buffet Car kit with glass windows	$19.95
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LHG N.S.W.G R. Guards Van kit, includes white metal bogies, less wheels $19.95

A.B.L. Model Products

We apologise to all of our customers who are still awaiting their BD kits, which will be delivered as soon as possible

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S wagon axle boxes (white metal) pkt of 4	$1.20
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SA	OBF Tarped	$4.60
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SA	SGMX Open Wagon	$6.55
SA	BILLBOARD M Van full decals for Brighton Cement	$9.95
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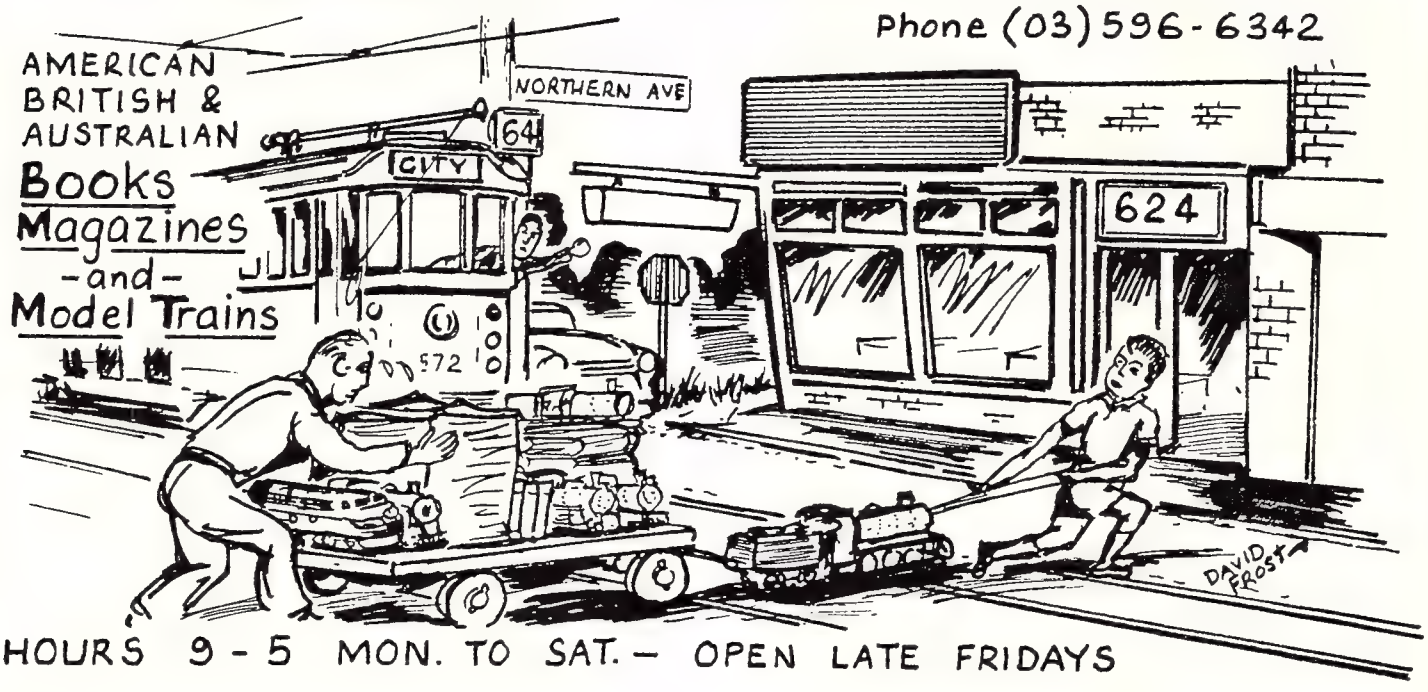

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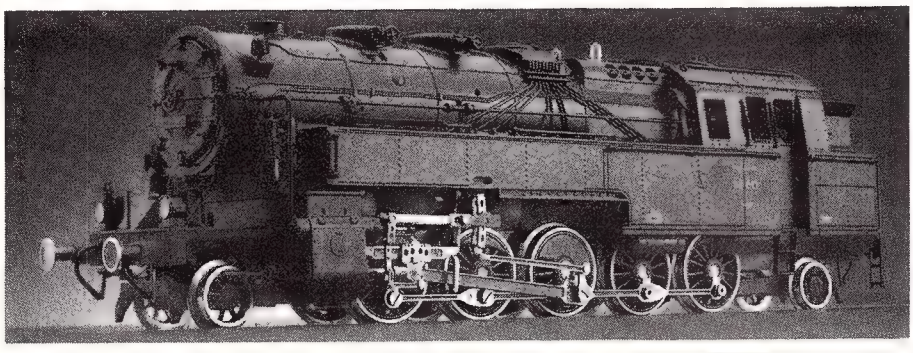
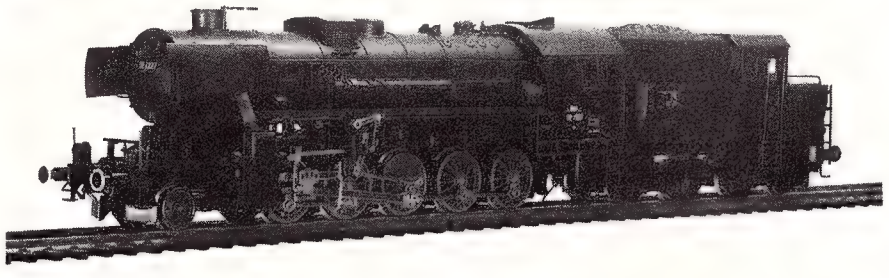


95 Class 2-10-2 Tank Loco.
95 00 Goods train of the DGR
95 03 Goods train of the DB
length is 174mm weight 550 grams

Liliput



52 Class 2-10-0 Tender Loco.
One of the difficulties in reviewing a model such as this is to find sufficient superlatives to do it justice.
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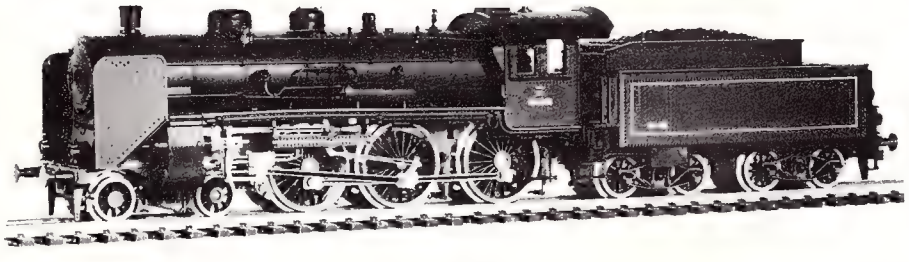

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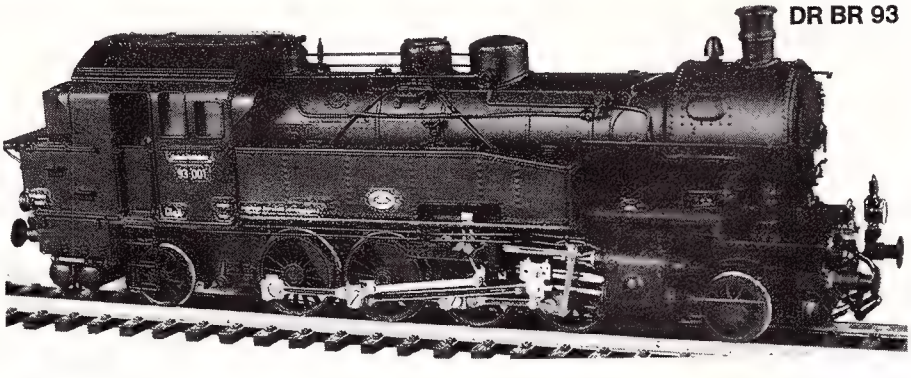
Cat No. 4125



DR BR 93

93 Class 2-8-2 Tank Loco
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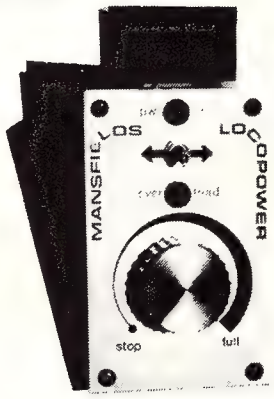

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MLE Flat Wagon	10.80
KLY Louvre Van w/bogies	16.75
KLV/KLY Louvre Van w/bogies	16.75
HLV/HLX Louvre Van	15.10
TRAX	
LCH Coal Hopper	5.25
TRC Refrigerator Van	7.00
S Open Wagon	4.50
CCH Coal Hopper	5.75
RSH Rutile Hopper	5.75
K Open Wagon	5.75
RU Wheat Hopper	5.75
AR Kits	
GLV&GLX	4.45
GLV/GLX	5 for 21.00
ABL	
40' Bogie Water Gin w/bogies	14.50
Baldwin Z21 Tender w/bogies	20.00
Peco HO Universal	
SL100X Flex Track 90cm	2.90
SL86X/87X Curve Point RH/LH	9.45
SL88x/89X 5' Rad Point RH/LH	9.45
SL90X Double Slip	28.75
SL91X/92X 2' Rad Point RH/LH	7.15
SL93X Short Crossing	7.15
SL94X Long Crossing	8.35
SL95X/96X 3' Rad Point RH/LH	8.35
SL97X Short Y Point	7.15
SL98X Long Y Point	8.75
SL10X Metal Rail Joiners	1.35
SL11X Insul Rail Joiners	1.35
PL10 Point Motors	3.65
PL41 Track Rubbers	1.35
PL64X Electro Lube	3.25
Roundhouse US HO	
50' SD Box Car UP, SF, SP	4.20
50' PD Box Car BN, UP, Rock	4.90
2 bay Covered Hopper UP, SP, BN	6.30
26' Low side Ore Gondola SP	4.20
50' FMC DD Box SP, SSW	5.60

US Prototype	$ c
Atlas HO	
SD 24 SF	35.00
SD 35 SP	35.00
FP 7 UP, BN	35.00
Athearn HO	
Hustler Red or Silver	15.40
Std Pass Cars Assorted SP, SF, B&O	6.95
Con-Cor N	
B/W Caboose SF, UP	6.30
50' Flat SF, UP	4.55
50' Gondola BN, SF	4.55
RDC 1 SF, SP, GN, UP	49.75
RDC 1 Dummy SF, SP, GN, UP	19.50
Shinohara N Code 70	
Flex Track 90cm	3.20
No 4 Point LH/RH	4.95
No 4 Y Point	5.55
No 6 Point LH/RH	5.75
No 6 Curved Point LH/RH	8.95
No 4 Double Slip	20.95
No 6 Double Crossover	21.50
3 Way Point	16.50
Metal Rail Joiners	1.15
Insulated Rail Joiners	.80
30°, 45°, 60°, 90° Crossings	5.30
Point Motors	3.50
Kadee N	
1000 Bett Bogies w/couplers	3.75
1001 Bett Bogies w/out couplers	1.85
1010 Arch Bar Bogies w/couplers	3.65
1011 Arch Bar Bogies w/out couplers	1.85
1017 4 wheel passenger trucks	4.65
1018 6 wheel passenger trucks	5.35
1023 2 prs Couplers Assembled	4.40
1023 20 prs Couplers Assembled	41.00
1025 Coupler Kit 2 prs	3.50
1029 Spare Parts Packet	4.25
1030 Roller Bearing Bogies w/couplers	3.65
1055 Standards Gauge	5.70
1310 Uncoupler	3.60

US Prototype	$ c
Atlas N	
70 ton Ore Car GN, BN	4.20
Beer Can Tank Dow, Hooker, Std Firestone, FMC	4.55
40' PD Box PC, WM, Milw	4.55
40' PD Box PRR, Soo	4.95
40' Box Milw, RI, SLSF	4.20
40' Stock Car D&RG, UP	4.20
50' Stock Car UP	4.55
50' DD Box RI, PRR, GBW, SF	4.95
50' Mech Reefer BN, PFE	5.25
50' Mech Reefer Milw, SF, Sway	5.60
Miscellaneous	
Metal Scale Rule HO, O, S, N	8.35
NMRA HO Standards Gauge	3.50
Polly-S Water based paints	btl 1.75
Floquil Paints, Flo-stains	btl 1.75
Heki Trees Assorted	ea .90
Micro Scale decals HO large	4.20
Micro Scale decals HO small	1.50
Micro Scale decals N	2.80
(Many new decals in stock)	
Catalogues	
Walthers 1982 50th Anniversary HO	8.95
Con-Cor The Source Book Vol I N	3.00

News Bits

Owing to the Sales Tax increase from the Budget, most items have become 2½% dearer in cost to us. We intend to absorb this increase where possible with the help of our suppliers. Consequently we will not be increasing our prices except where the actual cost of an item is increased to us. We hope to hold this policy till June 1982. Please note books and magazines may be an exception. Our SMR decals are still delayed, awaiting a suitable brass colour for numerals. Wishing all our readers and customers a very Merry Christmas and a Happy New Year.

4 Windemere Court,
ALBANY CREEK, QLD. 4035
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Parramatta, 2150
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LIMITED STOCKS AVAILABLE
— N.S.W. HO SCALE BRASS

C30T — $285.00 Z19 — $250.00 73 Class — $195.00 PHG — $57.50

Prototype photograph

NOW AVAILABLE

FS and BS coaches at $99.95 ea.
Crafted by Samhongsa of Korea these passenger cars feature the correct bogies, which are included in the price.

ADVANCE NEWS of our FUTURE PLANS FOR BRASS MODELS

N.S.W.R. C35 class 4-6-0 locomotive (fully subscribed) due in early 1982.
N.S.W.R. 48 class diesel locomotive (second series) due early in 1982.
N.S.W.R. D53 class 2-8-0 standard goods with Turrett Tender due mid 1982.
N.S.W.R. D55 class 2-8-0 standard goods with Wampu (coal burning) tender due late 1982.
N.S.W.G.R. D50 class 2-8-0 standard goods (saturated version) with original tender due late 1982.

We also plan to have a limited number of the tenders made and plan to sell them separately.
To ensure you get the model of your choosing place your reservation early.

NOW AVAILABLE FOR HOn2½ MODELLERS

The following JOE WORKS and SANGO locomotive and rolling stock kits.
Baldwin 0-6-0 with tender — $68.75
Bagnall 0-4-0 saddle tank — $58.25
Sandy River & Rangley Lakes parlor car — $38.95
Sandy River & Rangley Lakes caboose — $38.95
And various other locomotives stocked — Write for details.

ALSO LILLIPUT and ROCO HOn2½ locomotives and items of rolling stock available.

FOR THE NEW SOUTH WALES MODELLER

BACK IN STOCK

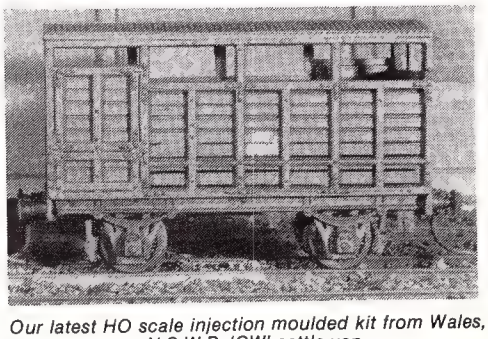
Brass bogies fitted with quality wheels — $6.50 set
2AA — 2AE — Top Clasp Freight — Bottom Clasp Freight.

COMING SOON

Vents, cast brass . . . as used on the FS/BS coaches — Write for details.

STILL AVAILABLE

Injection Moulded Goods Wagons. N.S.W.G.R. HO Scale.
'K' Wagon — $7.95
'S' Wagon — $6.95
'CW' Van — $8.50
All kits are complete with metal wheels and bearings.



Our latest HO scale injection moulded kit from Wales, a N.S.W.R. 'CW' cattle van.

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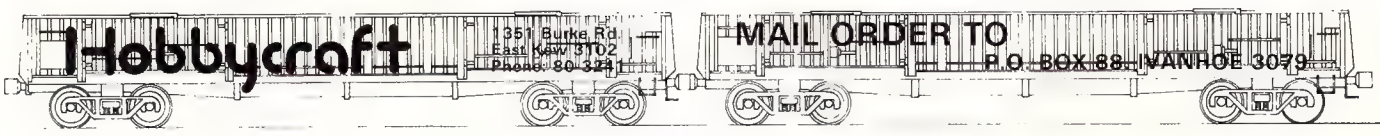

'00' GAUGE SELL OUT

GRAFAR (GRAHAM FARISH) discontinues all '00' Rolling Stock.

COACHES - 57 foot Suburban and Corridor Mainline- GWR, LMS, LNER(Teak), SR. $17.40 reduced to $8-70 each.

FREIGHT STOCK - Mineral, 5 & 7 plank Wagons, single and twin vent Vans, GWR, LMS, LNER & SR. $6-25 now $3-15 each.

BRAKE VANS - LMS, LNER & SR $7-35 reduced to $3-65 each.

PRIVATE OWNER - Mineral, 5 and 7 plank Wagons, single and twin vent Vans - $7-35 reduced to $3-65 each.

All Grafar '00' rolling stock have pin pointed metal axles and Hornby type couplings.

DON'T MISS OUT - First come first served

Surplus 'N' gauge Graham Farish Rolling Stock
HEAVILY REDUCED TO CLEAR.
GWR, LMS, LNER and SR,

Mineral, 5 and 7 plank wagons $5-65 now $3-75 each.
Cattle, single and twin vent Vans $5-85 now $3-95 each.
PRIVATE OWNER
5 and 7 plank wagons - $5-85 reduced to $3-95ea.
Single and twin vent vans - $6-25 reduced to $4-30ea.

LIMITED QUANTITIES ONLY - first come first served.
Help us make room for the NEW 'N' gauge Graham Farish

Mail Order and Personnal shoppers only - NO phone orders.

NEW FROM GRAHAM FARISH - 'N' GAUGE

INTER CITY HST125 set - 2 engines, all 4 axles driven and all 8 wheels pickup with 1 Mark III coach $174-00 set
Mark III Coaches - 1st or 2nd Class $17-20 each.

CLASS 37 DIESELS - all 6 axles driven and all 12 wheels pickup - in BR Blue or BR Green Livery $117-00 each
CLASS 47 DIESELS - all 6 axles driven and all 12 wheels pickup - in BR Blue or BR Green Livery $117-00 each
Mark I Coaches in 5 liveries of BR $15-90 each

SEVEN SCALE PUG - 'O' gauge super detailed complete kit
Advance orders with $50-00 deposit now being accepted.
Due January 1982, price anticipated $260-00 each.

SLATERS 'O' GAUGE Fine scale driving wheels. (7mm scale)

3'-3" x 11 spoke, 3'-7" x 10 spoke Industrial driver
4'-3" x 14 spoke Austerity driver
4'7½" x 15 spoke, 5'-1½" x 16 spoke, 5'-7" x 18 spoke, 6'-0" x 2 spoke, 6'-0" boxpok, 6'-6" x 22 spoke drivers

Each set includes - 2 wheels, 1 axle, 2 crank pins, bushes, nuts, steel tyres, glass reinforced nylon spokes with blackened brass centre boss. $24-95 per set

BOGIE AND TENDER WHEEL SETS
3'-1" x 10 spoke, 3'-1" boxpok, 3'-7" x 10 spoke, 4'-0" x 12 spoke, 4'-3" x 12 spoke.

Each set includes - 2 wheels and axles, metal tyres and glass reinforced nylon spokes. $13-80 per set

A handling charge of $2-00 per order is charged on ALL orders.
All orders are sent by post at no charge to purchaser.
Extra charges for Air Mail, Certified and Registered Mail at cost.
Please enclose stamped addressed envelope if reply is required

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OCKER RAILWAYS' IN MODEL
VR AND SAR HO MODELS

LIMA VR 'S' diesel	$39.95
LIMA VR 'F' diesel (new paint job required)	$37.50
LIMA ANR 'GM' diesel (almost)	$37.50
LIMA SAR '930' diesel (almost)	$35.00
LIMA NSWGR '42' diesel (almost)	$39.95
LIMA 'Overland' cars (almost)	$8.65 to $9.25
LIMA 'Overland' car carrier (almost)	$9.95
LIMA 'Indian Pacific' cars	$7.95 to $8.65
LIMA VR & SAR 'ELX' open wagons	$7.95
LIMA SAR '8300' brake van	$6.95
LIMA SAR flat car with containers	$6.50
LIMA containers	4 for $3.95
BGB SAR 'M' box van bodies (2 roof types, 2 door types)	ea $5.95
BGB SAR 'OB' open wagon bodies (2 types)	ea $5.95
BGB SAR 'DWF' louvre van body	$4.50
BGB SAR 'OF' open wagon body	$4.50
PECO underframe for 'DWF' and 'OF'	$2.65
BGB SAR 'DS' louvre van body (Also VR, V1, V2, V3)	ea $5.95
BGB SAR 'SE' explosive van body	$5.85
BGB SAR 'SGMX' open wagon body	$6.55
BGB SAR 'Brighton Cement' van body	$9.95
BGB VR 'V' or 'VF' 2 door louvre van body	$5.95
BGB VR 'VF' 4 door louvre van body	$5.95
BGB VR 'VP' 4 door louvre van body	$6.25
BGB VR 'VSX' louvre van body	$6.95
Mn'J DECALS	per sheet $1.00
NORTHYARD 10.5mm 10 spoke wheels	ea $0.65
NORTHYARD 10.5mm disc wheel	ea $0.65
T & BJ VR 'GY', 'U' axle guards	ea $0.30
LIMA NSWGR 'TAM' sleeping cars	$11.25
LIMA NSWGR 'MBX' first class coach	$11.25
'OUR BRANDS' VR freight red enamel paint	bottle $0.60

N SCALE

WELCO VR 'AS/BS' coach kit	ea $13.40
FYBREN VR 'ELX' with bogies	$6.95
FYBREN VR 'ELX' less bogies	$5.00
WELCO 'S' diesel body kit	$12.95

For the HOn3½ Modeller we stock LIMA's 'other SAR' rolling stock and so called 'Australian' goods wagons which look good on TT-3 bogies and underframes [if you can get them]. We don't stock them, try the Dockyard.

For the BRITISH modeller we carry — MAINLINE OO, HORNBY OO, LIMA OO and N.
For the YANKEES we have — ROUNDHOUSE, PEMCO, ATHEARN and TRAIN MINIATURE.
For the EUROPEAN fans we have — LIMA, HO plus ROCO HO & N.

Any manufacturer wishing a retail outlet for Australian models should approach us. We believe in catering for Aussies wanting to model the Ocker railways.

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BOX CARS - 40' HORIZONTAL RIB $5.25
1021 Milwaukee Olympian
1022 Milwaukee Hiawatha

BOX CAR - 40' TRUSS SIDE.. .. .. $4.50
1030 Undecorated

BOX CARS - 40' STEEL AAR $5.25
1044 Union Pacific
1050 Southern pacific
1051 Santa Fe (El Capitan)

BOX CARS - 40' ROUNDTOP $5.25
1080 Undecorated
1086 Santa Fe

BOX CARS - 50' SINGLE DOOR $5.25
1211 Union Pacific

BOX CARS - 50' PLUG DOOR $5.25
1255 Union Pacific

GONDOLAS - 40' STANDARD $4.50
1342 Santa Fe
1345 Pennsylvania
1347 Great Northern

SHORTY ORE CARS - TAPER SIDES $3.75
1401 Undecorated
1405 D. & R. G. W.

SHORTY ORE CARS - RECTANGULAR SIDES .. $3.75
1421 Duluth, Missabe & Iron Range

COVERED HOPPER CARS $7.75
1438 U.S. Borax & Chemical
1439 Boston & Maine
1440 Boraxo

SHORTY FLAT CARS - 30' $3.75
1450 Undecorated
1456 Union Pacific

3-BAY HOPPERS, RIB SIDED $4.50
1485 Undecorated ($3.75)
1486 Western Maryland
1487 Southern Pacific

3-BAY HOPPERS, OFFSET SIDE $4.50
1610 Undecorated ($3.75)
1615 New York Central

HIGH SIDED GONDOLAS (THRALL) 50' $5.95
1640 Undecorated
1747 Peabody Coal

"BATH TUB" GONDOLAS, 50' $5.95
1665 Burlington Northern
1666 Rio Grande

GONDOLAS - 50' $5.95
1680 Undecorated

50' FLAT TOP (HI-CUBE) BOX CAR, SINGLE DOOR $5.95
1761 Union Pacific
1765 Santa Fe

50' FLAT TOP HI-CUBE BOX CAR, DOUBLE DOORS $5.95
1781 Union Pacific
1783 Santa Fe

50' WAFFLE SIDED BOX CARS $5.95
1800 Undecorated
1804 Southern Pacific

50' FLAT TOP (HI-CUBE) BOX CARS - RIB SIDED $5.95
1821 Santa Fe
1823 Burlington Northern

50' PULLMAN STANDARD BOX CARS $5.95
1902 Milwaukee
1904 Southern
1906 Boston & Maine

ROUNDHOUSE

BILLBOARD REEFERS - 36' OLD TIMERS .. $6.75
3150 Old Dutch Cleanser

REEFERS - 36' OLD TIMERS $5.50
3162 Pacific Fruit Express

STOCK CARS - 36' OLD TIMERS $5.95
3260 Undecorated

TANK CARS - 26' OLD TIMERS $6.95
3361 Pennsylvania

CABOOSES - OLD TIMERS $6.75
3400 Undecorated
3430 Undecorated
3441 D. & R. G. W.
3460 Undecorated

CABOOSES - MODERN 4-WINDOW $6.75
3485 Union Pacific
3486 Santa Fe

Bogies

FREIGHT BOGIES .. .. Pair $2.00

2918 Modern Roller Bearing
2919 Heavy Duty Roller Bearing
2922 Archbar'
2923 Bettendorf
2924 Fox
2925 Roller bearing

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WAGON KITS
5062 G.W.R. BOGIE BOLSTER "A" $4.50
5062 G.W.R. "Iron Mink" "A" $3.95
5064 G.W.R. 5-plank Open Wagon $3.75
5065 G.W.R. 12 Ton Box Van $4.50
5066 G.W.R. Motor car Van (Mogo) $4.50
5071 L.M.S. Bogie Ore Wagon $4.50
5073 L.M.S. 3-plank Open Wagon $3.95

TWO WAGON KIT PACKS
751 1-plank Wagon & Drop Sided Ballast Wagon $11.50
752 L.M.S. 4-plank and 2-plank Open Wagons $11.50
753 L.M.S. Traffic Coal & Loco Coal Wagons $11.50

BOGIE KITS
B/DF1 Diamond Frame Freight Bogies Pr. $1.75
B/PL2 G.W.R. PLate Bogies $1.75

UNDERFRAME KITS
5050 Wagon Underframe, 10ft Wheelbase, with wheels etc. No couplers . .. $1.75
5060 G.W.R. Wagon Underframe Kit, 10ft wheelbase, wheels etc. Triang type couplers $1.75

PECO

Wagon Accessories

R-10 Wheels - 12mm 8 Spoke wagon 4 pr $1.80
R-11 Wheels - 12mm 3-hole wagon 4 pr $1.80
R-15 Plastic Wheel Bearings for R-10, R-11 etc. 25 in pack $1.50
R-37 Wagon Underframe - 9ft wheelbase $2.50
R-38 Wagon Underframe - 10ft wheelbase $2.50
Deatailed moulded sole bars, axle guard brackets with springs, axle boxes, brake units with separate levers, buffer beams, metal buffers etc. all easily assembled.

RIVAROSSI

American

AMERICAN ROLLING STOCK - READY-TO-ROLL
2200 Reefer, Fruit Growers Express $10.50
2206 Rack Car with pipe Load $12.50
2215 Reefer - Santa Fe (El Capitan) $10.50
2221 Hopper - Baltimore & Ohio .. . $8.95
2229 Caboose, Union Pacific .. . $12.50
2231 Caboose, Southern pacific .. . $12.50
2238 Box Car, New Haven.. .. .. $12.50
2239 Box Car, Canadian National .. . $12.50
2240 Box Car, D. & R.G.W. $12.50
2242 Gondola, Monon $8.95
2250 Gondola, Union Pacific $8.95
2254 Gondola, Boston & Maine $8.95
2255 Flat Car with stakes, Union Pac. $8.95
2259 Stock Car, Santa Fe $12.50
2263 Gondola with containers - "Reading".. .. .. $11.50
2299 Chemical Tank Car - Co-op .. . $16.50
2306 Hopper Car - SOO $8.95
2307 Caboose - Norfolk & Western . . $12.50
2310 Old Time Box Car - Missouri Pacific $9.95
2311 Old Time Box Car, California Fast Freight $9.95
2312 Old Time Flat Car with stakes - V. & T. $7.50
2313 Old Time Gondola, V. & T. .. . $7.50
2314 Old Time Caboose, V. & T. .. . $7.50
2316 Old Time Flat Car w/tanks, V&T . $9.95
2318 Reefer, Miller Hi Life $12.50
2347 Old Time Box Car, Illinois River Packet Co.. .. .. $9.95
2348 Old Time Gondola, Santa Fe .. . $9.95
2349 Log Buggy - with logs.. .. .. . $8.95
2349A Log Buggy - without logs .. . $6.95

AMERICAN ROLLING STOCK KITS - Kits are complete in all respects including couplers.
12211 Box Car, M. & St. L. $8.50
12245 Gondola, Southern $6.50
12260 Hopper Car, Peabody $6.50
12271 Caboose, Northern pacific .. . $7.95
12298 Chemical Tank Car, UTLX $11.95
12300 Reefer, Thermice $8.50
12301 Stock Car, Union Pacific .. . $8.50
12302 Box Car, Northern pacific .. . $8.50

Continental

CONTINENTAL WAGONS - READY-TO-ROLL
2014 Bogie Flat Cat Poz 1920 .. .. . $9.95
2015 As 2014 with Brake Hut $10.95
2081 Container Car "Rivarossi" .. . $7.25
2082 TRACK CLEANING CAR $19.95
2088 Piggy Back Bogie Flat Car with SHELL Tanker $16.50
2091 Bogie Flat with Army Tank load $7.50
2092 FS Interfrigo Van, 130mm long . $9.25
2094 FLat Car with container "Moto-craft Ford" $7.25
2427 German "E" Open Wagon. Red Oxide $6.95
2431 INTERERIGO Bogie Reefer with own plant - 260mm long $14.75

CONTINENTAL FREIGHT CAR KITS - Kits are complete in all respects including couplers.
12001 Italian Open Wagon $5.25
12004 Italian Open Wagon w/brake hut $5.95
12005 Italian Open Wagon type 1905 . $5.25
12009 Italian Long Open Wagon with tarp bar $5.95
12011 Italian Wine Van, Mva $7.25
12012 Italian Reefer, type Hgb .. . $7.25
12027 Flat Car with 6 tanks $8.50
12028 Flat Car with two tanks $8.50

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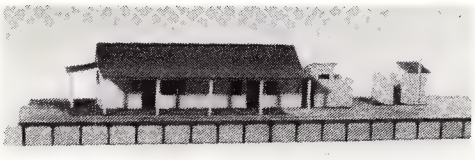

MODELS OF VICTORIAN PROTOTYPE
BROAD GAUGE MODELS

Available now:— Victorian Railways HO scale kit of Portable Station Building as used widely on branch lines.
Kit includes toilets but does not include platform facing. Price: $21.50 posted.
Still available:— Goods Shed kit at $17.00 and a range of rolling stock parts.
Send S.S.A.E. for List.
VR style shunters steps and brake wheels, etched brass. $4.50 per sheet posted.
E car bogies, assembled c/w wheels, brass $13.95 pr. posted.
PL, V car bogies, assembled, c/w wheels, brass $12.95 pr. posted.

BROAD GAUGE MODELS
P.O. BOX 136,
BORONIA
VIC. 3155

BROAD GAUGE MODELS

P.O. BOX 136 BORONIA VIC 3155

We are now stocking the range of track products produced by RAILCRAFT PRODUCTS of the U.S.A.
Add 10% to all RAILCRAFT prices for postage and packing.

Flex-Trak (bundles of 6 x 3 ft. lengths)

HO code 100	$21.00	HO code 83	$22.00
HO code 70	$20.00	HO code 55	$20.00
HO/HOn3 code 70 dual	$25.00	HO/HOn3 code 55 dual	$25.00
HOn3 code 70	$20	HOn3 code 55	$20.00
HOn3 code 40	$20.00	HOn2½ code 55	$20.00
N codes 70, 55, 40	$18.00	Railjoiners all codes	$2.50 pkt (50)

Weathered rail (bundles of 33 x 3 ft. lengths)

Code 100	$25.00	Code 83	$30.00	Code 70	$26.50
Code 55	$23.00	Code 40	$21.00		

Spikes small $3.50 (pkt 1000) Spikes medium $4.50 (pkt 800)
Also a range of sleepers, gauges etc. Send S.S.A.E. for complete RAILCRAFT list.
Also in stock:— A-WEST BLACKEN-IT (chemically blackens metals) $4.00 (4 ozs)
A-WEST WEATHER-IT (ages wood e.g. fence posts) $4.00 (4 ozs)

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DO YOU HAVE GEAR PROBLEMS
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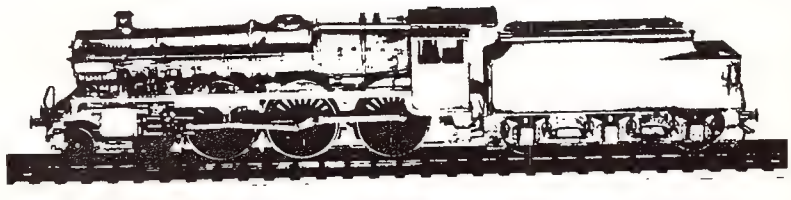

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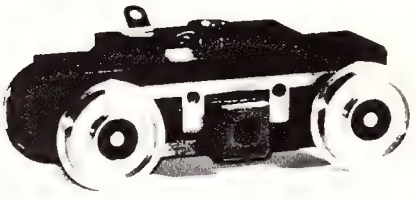

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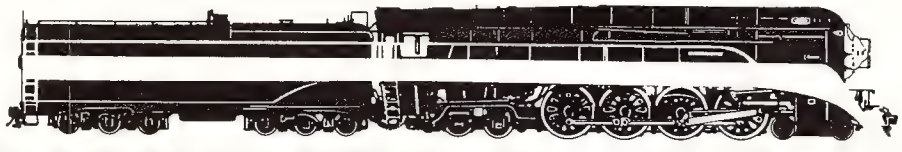

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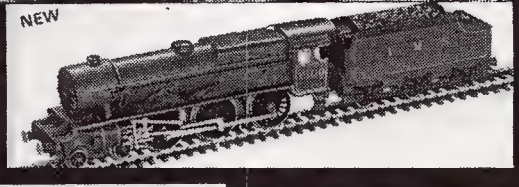

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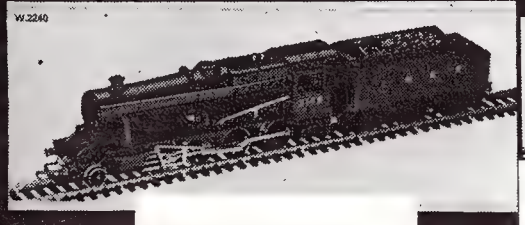

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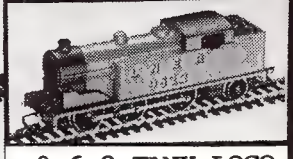

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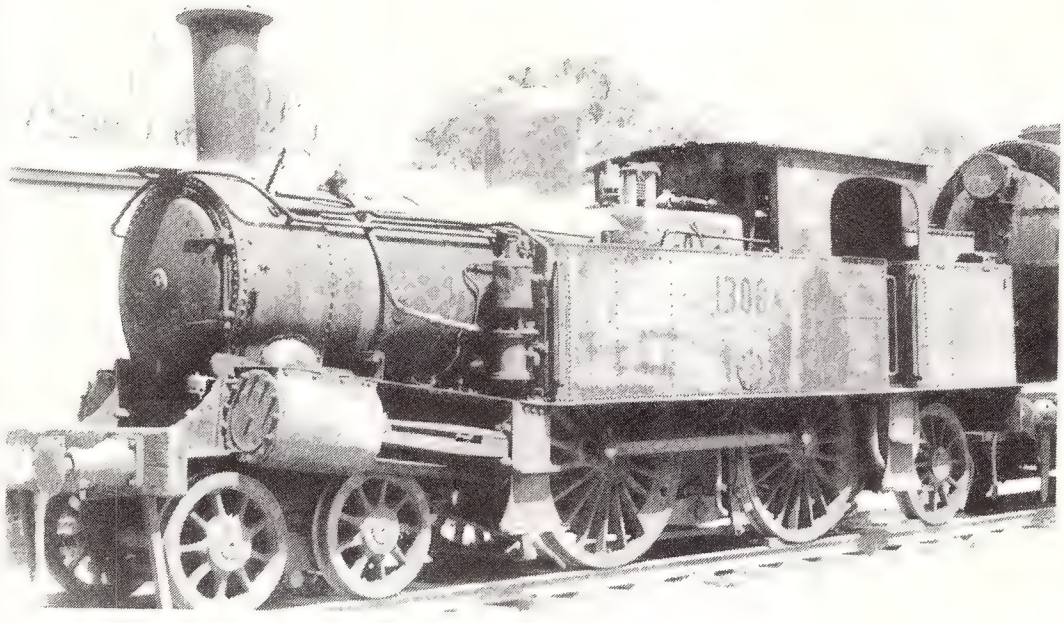

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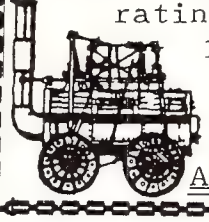

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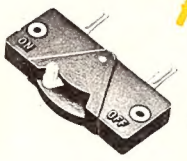

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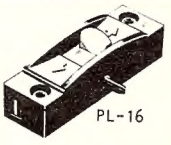
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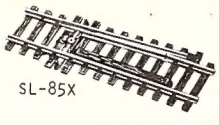
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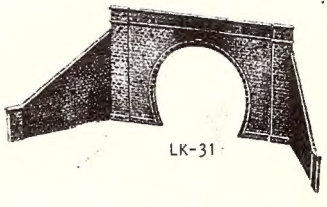
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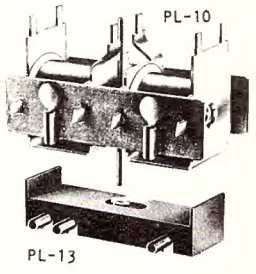
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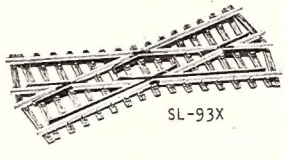
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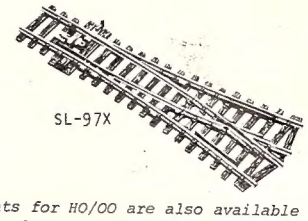
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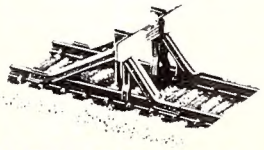

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